

PB# 99-15

Foam & Wash Car Wash

69-3-2

99-15

Foam & Wash Car Wash S.p.
Rt. 32 (Formerly Perkins)
(Baright)

Approved 6/14/00

Can Home 474-6527

Wilson Jones - Carbonless - S1654-NCR Duplicate - S1657-NCL Triplicate
© Wilson Jones, 1989

DATE May 21, 1999 RECEIPT 039306
RECEIVED FROM Foam & Wash Express
Address One Hundred and 00/100 DOLLARS \$ 100.00
FOR Planning Board Application Fee
99-15
BY Torox Clerk
Dorothy H. Hays

ACCOUNT		HOW PAID	
BEGINNING BALANCE		CASH	# 278
AMOUNT PAID		CHECK	100.00
BALANCE DUE		MONEY ORDER	

Wilson Jones - Carbonless - S1642-4WCL Duplicate - S1644-4WCL Triplicate
© Wilson Jones, 1989

DATE May 21, 1999 RECEIPT NUMBER 99-15
RECEIVED FROM Foam & Wash Express
Address R.D. #3, Box 255 - Red Hook, N.Y. 12571
Seven Hundred Fifty 00/100 DOLLARS \$ 750.00
FOR Site Plan Escrow
BY A. Zappala
Myra Mason, Secretary

ACCOUNT		HOW PAID	
BEGINNING BALANCE	750 -	CASH	
AMOUNT PAID	750 -	CHECK	# 279
BALANCE DUE	-0 -	MONEY ORDER	

FOAM & WASH EXPRESS
MOBIL GAS, MART, OIL LUBE & CAR WASH

22789

VENDOR ID: TOWNOFNE
PAYEE: TOWN OF NEW WINDSOR

CHECK NO: 00022789
MEMO:

DATE: 12/20/01

ACCOUNT

AMOUNT

9999-00 TEMPORARY DISTRIBUTION

1,500.00

CHECK TOTAL: *****\$1,500.00

Wilson Jones

© Wilson Jones, 1989

BEGINNING BALANCE		CHECK	178
AMOUNT PAID		CHECK	100 00
BALANCE DUE		MONEY ORDER	

BY

Dorothy H. Hase

Wilson Jones - Carbonless - Six 4-4W CL Duplicate - Six 4-4W CL Triplicate

© Wilson Jones, 1989

DATE May 21, 1999 RECEIPT NUMBER 99-15
 RECEIVED FROM Foam & Wash Express
 Address P.O. #3, Box 255 - Red Hook, N.Y. 12571
Seven Hundred Fifty 00/100 DOLLARS \$ 750.00
 FOR Site Plan Escrow

ACCOUNT			HOW PAID		
BEGINNING BALANCE	750	-	CASH		
AMOUNT PAID	750	-	CHECK	#279	
BALANCE DUE	-0	-	MONEY ORDER		

BY

A. Zappala
Myra Madan, Secretary

FOAM & WASH EXPRESS
 MOBIL GAS, MART, OIL LUBE & CAR WASH

22789

VENDOR ID: TOWNOFNE
 PAYEE: TOWN OF NEW WINDSOR

CHECK NO: 00022789
 MEMO:

DATE: 12/20/01

ACCOUNT
 9999-00 TEMPORARY DISTRIBUTION

AMOUNT
 1,500.00

CHECK TOTAL: *****\$1,500.00

Gary - Fax
 758-6336

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 01/02/2002

PAGE: 1

LISTING OF PLANNING BOARD FEES
SITE PLAN BOND

FOR PROJECT NUMBER: 99-15

NAME: FOAM & WASH CAR WASH

APPLICANT: BARIGHT ENTERPRISES INC.

--DATE--	DESCRIPTION-----	TRANS	--AMT-CHG	-AMT-PAID	--BAL-DUE
12/20/2001	SITE PLAN BOND RECOMMENDA	CHG	1500.00		
12/21/2001	REC. CK. #22789	PAID		1500.00	
		TOTAL:	1500.00	1500.00	0.00





83 Apple Ring Road • Red Hook, New York 12571 • (845)758-9121 • Fax: (845)758-6336 • 1-800-688-WASH

December 20, 2001

P.B. - 99-15

Town of New Windsor
Attn: Michael Babcock
Building Inspector
555 Union Avenue
New Windsor, NY 12553

Dear Mr. Babcock,

Mr. Edsall's final inspection found that all site improvements met his approval except one curb and planter to be constructed.

The \$1,500.00 enclosed is intended to bond that planned final necessary work. My hope is that your office can approve and process the final C.O. as soon as possible. We are in great need of the final construction loan payment and appreciate your assistance.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Todd A. Baright', with a long horizontal line extending to the left.

Todd A. Baright

TAB/lc

Enclosure

RECEIVED

DEC 23 2001

BUILDING DEPARTMENT

99-15

TGS Associates
DBA Foam & Wash Car Wash
Construction Division
83 Apple Ring Road
Red Hook, NY 12571

February 28, 2001

Town of New Windsor Engineer
Attn: Mark Edsall
555 Union Avenue
New Windsor, NY 12553

Dear Mark,

We are near completion on Phase I of our Foam & Wash site plan. The Oil Change building is complete and many site improvements are near completion. We expect to have the following within days:

- A) Electrical final inspection.
- B) As built survey.
- C) Building and fire final inspections.
- D) Water and sewer have been approved, water will be turned on soon.

As soon as I have the above items in hand or before, if it fits your schedule, I would like to meet with you. Enclosed, as page two, please find our calculations concerning the required bond. The project signs were on the original May 12th projection. From the towns point of view, it doesn't seem to me to be critical at this point to bond the third sign. Please consider removing the sign from the bond.

I look forward to meeting you soon. Please call with your thoughts, any additional needs and the best time to meet.

Sincerely,


Todd A. Baright

TAB:ag

vgproj/expense ag

3/2/01
C.C. M.E.

Expected Expenses

<u>Item</u>	<u>Quantity</u>	<u>Price Per</u>	<u>Total</u>	<u>Current Standing</u>	<u>Remaining</u>	<u>Balance Dollars</u>
Paving include. base	2800	\$ 10/sy	\$28,000	base & binder	50%	\$14,000
Striping	280 ft.	\$ 0.40/lf	\$112	not begun	100%	\$112
Handicapped Space	1	\$ 125/ea.	\$125	not begun	100%	\$125
Striped Island	2	\$ 30/ea.	\$60	not begun	100%	\$60
Concrete Curb	650 ft.	\$ 10/lf	\$6,500	320' complete	50%	\$3,250
Concrete sidewalk & repairs	10 yds.	\$ 35/sy	\$350	not complete	75%	\$262.50
Wheelstops	8	\$ 15/ea.	\$120	not begun	100%	\$120
Traffic control sign	8	\$ 75/ea.	\$600	complete	0	\$ 0
Catch basin	1	\$1000/ea.	\$1,000	complete	0	\$ 0
Colvert Pipe	60 ft.	\$2.25/Ft.	\$135	complete	0	\$ 0
Landscape trees & shrubs		see schedule	\$2,138	not begun	100%	\$2,138
Site lighting (inc. pole, post, conduits)		see schedule	\$4,529	begun	80%	\$3,623
Dumpster enclosure	1	\$1500/ea. +	\$2,800	done ex. doors	50%	\$1,400
Project sign	as per detail	see schedule	\$18,500	2 of 3 done	33.3%	\$6,105
Total			\$54,969	Total Remaining		\$31,195.50



1763

TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK

20 December 1999

SUBJECT: FOAM AND WASH SITE PLAN
TOWN OF NEW WINDSOR, NEW YORK (P/B REF. NO. 99-15)

To All Involved Agencies:

The Town of New Windsor Planning Board has had placed before it an Application for site plan approval of the Foam and Wash project located in the Vails Gate Area of the Town. The project involves the construction of a new 4,261 S.F. building and modifications to existing structures on the site. It is the opinion of the Town of New Windsor Planning Board that the action is an unlisted action under SEQRA.

This letter is written as a request for Lead Agency coordination as required under Part 617 of the Environmental Conservation Law.

A letter of response with regard to your interest in the position of Lead Agency, as defined by Part 617, Title 6 of the Environmental Conservation Law and the SEQRA Review Process, sent to the Town of New Windsor Planning Board, 555 Union Avenue, New Windsor, New York 12553, Attention: Mark J. Edsall, P.E., Planning Board Engineer (contact person), would be most appreciated. Should no other involved Agency desire the Lead Agency position, it is the desire of the Town of New Windsor Planning Board to assume such role. Should the Planning Board fail to receive a response requesting Lead Agency within thirty (30) days, it will be understood that you do not have an interest in the Lead Agency position.

All Involved Agencies

Page 2,

20 December 1999

Attached hereto is a copy of the site plan, for your reference. A copy of the Short Environmental Assessment Form submitted for the project is also included.

Your attention in this matter would be most appreciated. Should you have any questions concerning this project, please do not hesitate to contact the undersigned at (914) 562-8640.

Very truly yours,

TOWN OF NEW WINDSOR PLANNING BOARD



MARK J. EDSALL, P.E.
PLANNING BOARD ENGINEER

Enclosure

cc: NYS Department of Environmental Conservation, New Paltz (w/encl.)
NYS Department of Transportation, Poughkeepsie (w/encl.)
Town of New Windsor Supervisor (w/o encl.)
Town of New Windsor Town Clerk (w/o encl.)
Applicant (w/o encl.)
Planning Board Chairman (w/o encl.)
Planning Board Attorney (w/o encl.)

FOAM.mk

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 06/15/2000

PAGE: 1

LISTING OF PLANNING BOARD ACTIONS

STAGE:

STATUS [Open, Withd]
A [Disap, Appr]

FOR PROJECT NUMBER: 99-15

NAME: FOAM & WASH CAR WASH

APPLICANT: BARIGHT ENTERPRISES INC.

--DATE--	MEETING-PURPOSE-----	ACTION-TAKEN-----
06/14/2000	PLANS STAMPED	APPROVED
04/12/2000	P.B. APPEARANCE . COMBINE LOTS - SUBJECT TO MARK'S COMMENTS - COST ESTIMATE	ND:APPR COND
03/08/2000	P.B. APPEARANCE	CANCELLED
12/08/1999	P.B. APPEARANCE . COMBINE LOTS - NEED DOT REVIEW - NO PUBLIC COMMENT AT PH	CLOSED PH - RET
12/08/1999	P.B. APPEARANCE	SEND LA COORD LETTR
11/17/1999	P.B. APPEARANCE - PUB HEARIN	TABLED
11/01/1999	SECRETARY ACTION	REQUESTED PH LIST
10/27/1999	P.B. APPEARANCE	LA:SCHED PH REVISE
05/26/1999	P.B. APPEARANCE . REVISE THE AREA WHERE IT IS "LEFT TURN ONLY" TO MAKE IT MORE . DIFFICULT TO TURN RIGHT AT THAT SPOT.	REFERRED TO Z.B.A.
05/19/1999	WORK SESSION APPEARANCE	SUBMIT

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 06/15/2000

PAGE: 1

LISTING OF PLANNING BOARD AGENCY APPROVALS

FOR PROJECT NUMBER: 99-15

NAME: FOAM & WASH CAR WASH

APPLICANT: BARIGHT ENTERPRISES INC.

	DATE-SENT	AGENCY-----	DATE-RECD	RESPONSE-----
REV2	04/05/2000	MUNICIPAL HIGHWAY	/ /	
REV2	04/05/2000	MUNICIPAL WATER	04/10/2000	APPROVED
REV2	04/05/2000	MUNICIPAL SEWER	05/05/2000	APPROVED
REV2	04/05/2000	MUNICIPAL FIRE	04/11/2000	APPROVED
REV2	04/05/2000	NYS DOT	/ /	
REV1	10/22/1999	MUNICIPAL HIGHWAY	10/28/1999	APPROVED
REV1	10/22/1999	MUNICIPAL WATER	10/26/1999	APPROVED
REV1	10/22/1999	MUNICIPAL SEWER	11/18/1999	APPROVED
REV1	10/22/1999	MUNICIPAL FIRE	10/26/1999	APPROVED
REV1	10/22/1999	NYS DOT	04/05/2000	SUPERSEDED BY REV2
ORIG	05/21/1999	MUNICIPAL HIGHWAY	05/21/1999	APPROVED
ORIG	05/21/1999	MUNICIPAL WATER	05/24/1999	APPROVED
ORIG	05/21/1999	MUNICIPAL SEWER	06/11/1999	APPROVED
ORIG	05/21/1999	MUNICIPAL FIRE	05/25/1999	APPROVED

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 06/15/2000

PAGE: 1

LISTING OF PLANNING BOARD SEQRA ACTIONS

FOR PROJECT NUMBER: 99-15

NAME: FOAM & WASH CAR WASH
APPLICANT: BARIGHT ENTERPRISES INC.

	DATE-SENT	ACTION-----	DATE-RECD	RESPONSE-----
ORIG	05/21/1999	EAF SUBMITTED	05/21/1999	WITH APPLICATION
ORIG	05/21/1999	CIRCULATE TO INVOLVED AGENCIES	12/20/1999	SENT COORD LETR
ORIG	05/21/1999	LEAD AGENCY DECLARED	10/27/1999	TOOK LA
ORIG	05/21/1999	DECLARATION (POS/NEG)	04/12/2000	DECL NEG DEC
ORIG	05/21/1999	SCHEDULE PUBLIC HEARING	10/27/1999	SCHED. PH
ORIG	05/21/1999	PUBLIC HEARING HELD . TABLED PENDING DOT REVIEW	11/17/1999	TABLED
ORIG	05/21/1999	WAIVE PUBLIC HEARING	/ /	
ORIG	05/21/1999	AGRICULTURAL NOTICES	/ /	

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 06/06/2000

PAGE: 1

LISTING OF PLANNING BOARD FEES
ESCROW

FOR PROJECT NUMBER: 99-15
NAME: FOAM & WASH CAR WASH
APPLICANT: BARIGHT ENTERPRISES INC.

--DATE--	DESCRIPTION-----	TRANS	--AMT-CHG	-AMT-PAID	--BAL-DUE
11/17/0699	P.B. MINUTES	CHG	9.00		
05/21/1999	REC. CK. #279	PAID		750.00	
05/26/1999	P.B. ATTY. FEE	CHG	35.00		
05/26/1999	P.B. MINUTES	CHG	40.50		
10/27/1999	P.B. ATTY. FEE	CHG	35.00		
10/27/1999	P.B. MINUTES	CHG	63.00		
11/17/1999	P.B. ATTY. FEE	CHG	35.00		
12/08/1999	P.B. ATTY. FEE	CHG	35.00		
12/08/1999	P.B. MINUTES	CHG	45.00		
04/12/2000	P.B. ATTY FEE	CHG	35.00		
04/12/2000	P.B. MINUTES	CHG	36.00		
06/06/2000	P.B. ENG. FEE	CHG	1223.40		
06/06/2000	REC. CK. #1975	PAID		841.90	
TOTAL:			1591.90	1591.90	0.00



PLANNING BOARD
TOWN OF NEW WINDSOR

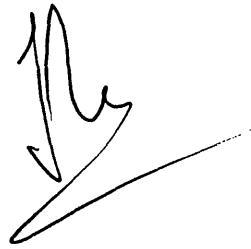
AS OF: 06/06/2000

PAGE: 1

LISTING OF PLANNING BOARD FEES
4% FEE

FOR PROJECT NUMBER: 99-15
NAME: FOAM & WASH CAR WASH
APPLICANT: BARIGHT ENTERPRISES INC.

--DATE--	DESCRIPTION-----	TRANS	--AMT-CHG	-AMT-PAID	--BAL-DUE
06/06/2000	2% OF COST EST. \$54,969.0	CHG	1099.38		
06/06/2000	REC. CK. #1947	PAID		1099.38	
		TOTAL:	1099.38	1099.38	0.00



Town of New Windsor
555 Union Avenue
New Windsor, NY 12553
(814) 563-4611

RECEIPT
#433-2000

06/06/2000

Inc., Tgs Associates

Received \$ 100.00 for Planning Board Fees, on 06/06/2000. Thank you for stopping by the Town Clerk's office.

As always, it is our pleasure to serve you.

Dorothy H. Hansen
Town Clerk



McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

RICHARD D. McGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.
JAMES M. FARR, P.E.

Licensed in NEW YORK, NEW JERSEY
and PENNSYLVANIA

- ☐ **Main Office**
45 Quassaick Ave. (Route 9W)
New Windsor, New York 12553
(914) 562-8640
e-mail: mheny@att.net
- ☐ **Regional Office**
507 Broad Street
Millford, Pennsylvania 18337
(570) 296-2765
e-mail: mhpa@pjd.net

MEMORANDUM
(via fax)

6 June 2000

TO: MYRA MASON, P.B. SECRETARY

FROM: MARK J. EDSALL, P.E., PLANNING BOARD ENGINEER

SUBJECT: FOAM & WASH SITE PLAN (P.B. # 99-15)

I have received a corrected copy of Drawing #1 of the subject project. This corrected plan addresses my previous concern.

Todd Baright is to substitute all copies of this plan before the submission receives stamp of approval.

I previously advised that the cost estimate was acceptable (see 5/18/00 memo).

Attached is our time printout so you can close out the file.

Call me if you have any questions.

Myra060600.doc

AS OF: 06/06/2000

PAGE: 2

CHRONOLOGICAL JOB STATUS REPORT

JOB: 87 56

NEW WINDSOR PLANNING BOARD (Chargeable to Applicant)

CLIENT: NEWWIN - TOWN OF NEW WINDSOR

TASK: 99 15

FOR WORK DONE PRIOR TO 06/06/2000

TASK-NO	REF	DATE	TRAN	EMPL	ACT DESCRIPTION	RATE	HRS.	TIME	EXP.	BILLED	BALANCE
99-15	151053	12/17/99			BILL 99-1198					-208.00	
99-15	152224	12/31/99			BILL 00-154 1/13/00					-79.50	
										287.50	
99-15	153172	03/06/00	TIME	MJE	MC FOAM & WASH	80.00	0.50	40.00			
99-15	154402	03/07/00	TIME	SAS	CL FOAM & WASH CAR WASH	28.00	0.50	14.00			
99-15	155175	03/08/00	TIME	MJE	MC FOAM & WASH	80.00	0.20	16.00			
99-15	159700	03/29/00	TIME	MJE	MC FOAM WASH TC/IM IB	80.00	0.10	8.00			
99-15	162116	04/05/00	TIME	MJE	WS FOAM AND WASH	80.00	0.40	32.00			
99-15	162174	04/11/00	TIME	MJE	MC FOAM WASH TC/B	80.00	0.20	16.00			
99-15	151505	04/12/00	TIME	MJE	MM FOAM/WASH COND S/P AP	80.00	0.10	8.00			
99-15	161935	04/12/00	TIME	MCK	CI REV COM FOAM/WASH	28.00	0.80	22.40			
99-15	162197	04/12/00	TIME	MJE	MC FOAM AND WASH S/P	80.00	0.80	64.00			
99-15	162199	04/12/00	TIME	MJE	MC FOAM WASH W/MM	80.00	0.20	16.00			
99-15	163839	05/10/00	TIME	MJE	MC FOAM & WASH COST EST	80.00	0.70	56.00			
99-15	163923	05/16/00	TIME	MJE	MC FOAM/WASH W/COUPART	80.00	0.30	24.00			
99-15	165111	05/18/00	TIME	MJE	MC Estim. & Closeout	80.00	0.60	48.00			
99-15	165960	05/19/00	TIME	MJE	MC FOAM/WASH REV & MEMO	80.00	0.50	40.00			
99-15	166429	05/31/00	TIME	MJE	MC Foam & Wash	80.00	0.80	64.00			
								468.40			
99-15	165128	05/17/00			BILL 00-526					292.40	
										-292.40	
99-15	166431	06/05/00	TIME	MJE	MC Final plan & TC	80.00	0.40	32.00			
99-15	166430	06/06/00	TIME	MJE	MC Closeout	80.00	0.50	40.00			
					TASK TOTAL			1223.40	0.00	-975.40	248.00
					GRAND TOTAL			1223.40	0.00	-975.40	248.00

TOTAL P.03

AS OF 06/06/2000

PAGE: 1

CHRONOLOGICAL JOB STATUS REPORT

JOB: 87-56

NEW WINDSOR PLANNING BOARD (Chargeable to Applicant)

CLIENT: NEWWIN TOWN OF NEW WINDSOR

TASK: 99 15

FOR WORK DONE PRIOR TO: 06/06/2000

									-----DOLLARS-----		
TASK NO	REC	--DATE--	TRAN	EMPI	ACT DESCRIPTION	RATE	HRS.	TIME	EXP.	BILLED	BALANCE
99-15	137292	05/19/99	TIME	MJE	WS FOAM & WASH	75.00	0.40	30.00			
99-15	138072	05/24/99	TIME	MJE	MC FOAM & WASH S/P	75.00	0.50	37.50			
99-15	137970	05/25/99	TIME	MCK	CL FOAM & WASH/TRC	28.00	0.50	14.00			
99-15	138073	05/25/99	TIME	MJE	MC FOAM & WASH S/P	75.00	0.50	37.50			
99-15	137676	05/26/99	TIME	MJE	MM DISAPP > ZBA	75.00	0.10	7.50			
99-15	139584	06/16/99	TIME	MJE	WS FOAM & WASH S/P	75.00	0.40	30.00			
									156.50		
99-15	138517	06/14/99			BILL 99-615					-126.50	
										126.50	
99-15	140040	07/02/99	TIME	MJE	MC FOAM & WASH ZBA REF	75.00	0.30	22.50			
99-15	141541	07/16/99	TIME	MJE	MC TC FOAM WASH ZBA REF	75.00	0.30	22.50			
99-15	141718	07/27/99	TIME	MJE	MC FOAM & WASH	75.00	0.20	15.00			
99-15	141724	07/28/99	TIME	MJE	MC FOAM & WASH	75.00	0.40	30.00			
99-15	142520	08/03/99	TIME	MJE	MC FOAM & WASH TC 1B	75.00	0.30	22.50			
99-15	142523	08/04/99	TIME	MJE	MC FOAM & WASH ZBA REF	75.00	0.60	45.00			
									157.50		
99-15	142351	08/11/99			BILL 99-775					-120.00	
99-15	144455	09/16/99			BILL 99-865					-67.50	
										187.50	
99-15	146530	10/06/99	TIME	MJE	WS FOAM & WASH S/P	75.00	0.40	30.00			
99-15	148030	10/25/99	TIME	MJE	MC FOAM & WASH S/P	75.00	0.50	37.50			
99-15	147636	10/26/99	TIME	MCK	CL FOAM & WASH TRC	28.00	0.50	14.00			
99-15	149795	11/16/99	TIME	MJE	MC F&W W/MYERS DOI	75.00	0.30	22.50			
99-15	149308	11/17/99	TIME	MCK	CL FOAM & WASH TRC	28.00	0.50	14.00			
99-15	149797	11/17/99	TIME	MJE	MC FOAM & WASH W/RMB	75.00	0.40	30.00			
99-15	149798	11/17/99	TIME	MJE	MC FOAM & WASH	75.00	0.50	37.50			
									185.50		
99-15	148736	11/15/99			BILL 99-1099					-81.50	
										81.50	
99-15	150495	12/01/99	TIME	MJE	WS FOAM & WASH S/P	75.00	0.50	37.50			
99-15	150509	12/01/99	TIME	MCK	CL FOAM & WASH TRC	28.00	0.50	14.00			
99-15	150789	12/07/99	TIME	MJE	MC FOAM & WASH S/P	75.00	0.70	52.50			
99-15	151606	12/20/99	TIME	MCK	CL F&W LEAD AGENCY LTR	28.00	1.50	42.00			
99-15	151602	12/20/99	TIME	MJE	MC FOAM & WASH S/P	75.00	0.50	37.50			
									183.50		

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 06/06/2000

PAGE: 1

LISTING OF PLANNING BOARD **FEE**S
APPROVAL

FOR PROJECT NUMBER: 99-15

NAME: FOAM & WASH CAR WASH

APPLICANT: BARIGHT ENTERPRISES INC.

--DATE--	DESCRIPTION-----	TRANS	--AMT-CHG	-AMT-PAID	--BAL-DUE
06/06/2000	P.B. APPROVAL FEE	CHG	100.00		
		TOTAL:	100.00	0.00	100.00

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 06/06/2000

PAGE: 1

LISTING OF PLANNING BOARD FEES
4% FEE

FOR PROJECT NUMBER: 99-15
NAME: FOAM & WASH CAR WASH
APPLICANT: BARIGHT ENTERPRISES INC.

--DATE--	DESCRIPTION-----	TRANS	--AMT-CHG	-AMT-PAID	--BAL-DUE
06/06/2000	2% OF COST EST. \$54,969.0	CHG	1099.38		
			-----	-----	-----
		TOTAL:	1099.38	0.00	1099.38

TGS Associates
DBA Foam & Wash Car Wash
Construction Division
83 Apple Ring Road
Red Hook, NY 12571

May 15, 2000

Town of New Windsor
Attn: Mark Edsall
555 Union Avenue
New Windsor, NY 12553

Dear Mark,

The following is documentation for anticipated expenses for all key site improvement items planned at the Vails Gate Foam & Wash Car Wash located on Rt 94 & Rt 32 at Temple Hill Road. (Revised 05/12). See page two for categories and totals.

Categories not included:

- a) Equipment
- b) Underground sewer structures
- c) Demo
- d) Utilities
- e) Building construction
- f) Renovations

Todd A. Banz

cell 758-9121
474-3345

RECEIVED

MAY 16 2000

Expected Expenses

<u>Item Description</u>	<u>Quantity</u>	<u>Price Per</u>	<u>Total</u>
Paving include. base	2,800	\$10/sy	\$28,000
Striping	280 ft.	\$0.40/lf	\$112
Handicapped Space	1	\$125/ea.	\$125
Striped Island	2	\$30/ea.	\$60
Concrete Curb	650 ft.	\$10/lf	\$6,500
Concrete sidewalk and repairs	10 yds.	\$35/sy	\$350
Wheelstops	8	\$15/ea.	\$120
Traffic control sign	8	\$75/ea.	\$600
Catch basin	1	\$1000/ea.	\$1,000
Colvert Pipe	60 ft.	\$2.25/ft.	\$135
Landscape trees & shrubs		see schedule	\$2,138
Site lighting (inc. pole, post, conduits)		see schedule	\$4,529
Dumpster enclosure	1	\$1500/ea. +	\$2,800
Project sign	as per detail	see schedule	\$18,500
Total			\$54,969

2% 1099.38

PLANTING SCHEDULE

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE
PJ	13	PFITZER JUNIPERUS COMPACTA	PFITZER JUNIPER	3' HGT.
BP	3	BETULA PUNDULA (ALBA)	CLUMP EUROPEAN WHITE BIRCH	10' - 12' HGT.
BB	9	EUONYMUS COMPACTUS	BURNING BUSH	2 GAL. / 18"-24"
KL	20	KALMIA LATIFOLIA	MOUNTAIN LAUREL	4" TO 12" #1 CAN
JA	2	PIERIS JAPONICA	JAPANESE ANDROMEDA	15" TO 18" #2 CAN
TN	1	TAXUS NANA	DWARF JAPANESE YEW	15" TO 18" B & B
AP	1	AZALAS POUKHANENSIS	KOREAN AZALAS	18" TO 24" #3 CAN
FC	13	PYRACANTHA	FIERY CASCADE FIRETHORN	15" TO 18" #2 CAN
TW	4	THUJA HOODWARDII	GLOBE ARBORVITAE	12" TO 15" B & B
IC	15	ILEX COMPACTA	COMPACT INKBERRY	12" TO 15" #2 CAN

Price Each	Total
\$15.00	\$195.00
\$95.00	\$285.00
\$22.00	\$198.00
\$15.00	\$300.00
\$25.00	\$50.00
\$25.00	\$175.00
\$30.00	\$210.00
\$25.00	\$325.00
\$25.00	\$100.00
\$20.00	\$300.00
Total	\$2138.00

PLANTING NOTES

1. ALL PLANTING BEDS SHALL BE MULCHED WITH SHREDDED BARK MULCH AT A MINIMUM DEPTH OF 3"
2. INSTALL WEED BLOCK OR EQUAL BELOW MULCH BED.
3. LAWN AREAS SHALL BE SEEDED, FERTILIZED AND MULCHED WITH HAY
4. AREAS INDICATED TO BE SEEDED SHALL HAVE A MINIMUM 90% GERMINATION MIXTURE AS FOLLOWS:
PERENNIAL RYE GRASS - 100% BY WEIGHT OF TOTAL SEED
5. PLANT SIZE INDICATED SHALL BE AT TIME OF PLANTING

SIGNAGE CHART

TOWN OF NEW WINSOR

SIGN TYPE	ALLOWED	EXISTING		PROPOSED		VARIANCE	
ROAD SIGNS	1 PER ENTRANCE ● 32 SQ. FT. (15'-0" HIGH)	Ⓐ = 44 S.F.	16'-0" HIGH	Ⓐ = 188 S.F.	19'-2" HIGH	Ⓐ = 159 S.F.	4'-2" HIGH
		Ⓑ = 25 S.F.	15'-0" HIGH	Ⓑ = 94 S.F.	17'-2" HIGH	Ⓑ = 62 S.F.	4'-2" HIGH
		Ⓒ = 32 S.F.	15'-0" HIGH	Ⓒ = 188 S.F.	19'-2" HIGH	Ⓒ = 159 S.F.	4'-2" HIGH
PARKING ENT. SIGNS	—	4 ● 5 S.F.		REMOVED		—	
READER BOARD SIGN	—	24 S.F.		REMOVED		—	
MENU SIGN	—	32 S.F.		SAME SIZE		—	
BUILDING SIGNS	1 PER BUILDING ● 2' X 10' = 20 S.F.	① 10" X 8' = 8.3 S.F.		① REMOVED		—	
		② 2' X 10' = 20 S.F.		② 1'-4" X 10' = 13 S.F.		—	
		③ —		③ 1'-4" X 15' = 20 S.F.		—	

Advertising signs above will cost

\$18,500.00

Outdoor Lighting Including Costs

Quantity		Price Each	Total Cost
7	Fixture (A) 175 watt downlight	\$176.00	\$1232.00
4	Poles for above @ 15'	\$185.00	\$740.00
3	Fixture (B) 400 watt flood	\$198.00	\$594.00
2	Poles for above @ 25'	\$210.00	\$420.00
2	Concrete base	\$125.00	\$250.00
2	Fixture (C) 1000 watt flood	\$380.00	\$760.00
1	Pole for above @ 25'	\$210.00	\$210.00
1	Concrete base	\$125.00	\$125.00
1	Fixture (D) 400 watt wall mount flood	\$198.00	\$198.00
	Total		\$4529.00



McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

RICHARD D. McGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.
JAMES M. FARR, P.E.

Licensed in NEW YORK, NEW JERSEY
and PENNSYLVANIA

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507 Broad Street
Milford, Pennsylvania 18337
(570) 296-2766
e-mail: mhepa@ptd.net

FILED
5-19-00

MEMORANDUM

(via fax)

19 May 2000

TO: TODD BARIGHT

FROM: MARK J. EDSALL, P.E.

mwj

SUBJECT: FOAM & WASH - NWPB 99-15

You should make sure the final plan has the following:

- 1) All variances granted should be reflected on the plan (be specific), and list the date the variance was granted.
- 2) Note on Drawing S-3 should be revised to indicate that adjustments, including installation of shields, will be performed by the applicant if determined necessary by the Town Planning Board.
- 3) The plan should indicate that an oil/water separator will be installed on the sanitary lines.
- 4) The plan should include a note that all storm drains on site will be jet-flushed and piping replaced, if necessary, such that the storm system is made fully operational.

Please get the corrected plans in to Myra. I will review them at Town Hall. If everything is OK, we can close out the file.

Cc: Myra Mason, PB Secretary (via fax)

FoamWash051900.doc



McGOEY, HAUSER and EDSALL
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TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS

REVIEW NAME: FOAM AND WASH SITE PLAN
PROJECT LOCATION: NYS ROUTES 94 AND 32 AND OLD TEMPLE HILL ROAD
SECTION 69-BLOCK 3-LOT 2
PROJECT NUMBER: 99-15
DATE: 12 APRIL 2000
DESCRIPTION: THE APPLICATION PROPOSES THE EXPANSION OF THE
EXISTING CAR WASH FACILITY TO INCLUDE THE ADJOINING
PERKINS RESTAURANT SITE, WITH THE CONSTRUCTION OF A
NEW CAR WASH AND MAINTENANCE FACILITY. THE PLAN
WAS PREVIOUSLY REVIEWED AT THE 26 MAY 1999,
27 OCTOBER 1999, 17 NOVEMBER 1999, 8 DECEMBER 1999 AND
8 MARCH 2000 PLANNING BOARD MEETINGS.

1. The Applicant's Architect has modified the plans per input from both the Town and State DOT. The plans currently submitted have been coordinated between the various drawings (site plan, landscaping, lighting, etc.), as requested. I have performed a final review on these plans, and have the following comments:
 - a. The zoning bulk table on Drawing S-1 indicates pre-existing non-conforming conditions for front yard setback, but also indicates variances required. Were variances actually granted by the ZBA? The bulk table also indicates height variances and a side yard variance. Were these granted by the ZBA? Verification should be made as to what variances were granted and the final plan should include all the appropriate references.
 - b. The signage shown on Drawing S-2 indicates that variances have been granted for multiple signs at the site. The note does not include the date of the variance. Verification should be made as to the variances granted and the date of same.
 - c. The Planning Board previously discussed the number of parking spaces which should be required for this site. Currently, fourteen (14) parking spaces have been provided. The Board may wish to review the locations and number and verify that same are acceptable.

**TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS
PAGE 2**

REVIEW NAME: FOAM AND WASH SITE PLAN
PROJECT LOCATION: NYS ROUTES 94 AND 32 AND OLD TEMPLE HILL ROAD
SECTION 69-BLOCK 3-LOT 2
PROJECT NUMBER: 99-15
DATE: 12 APRIL 2000

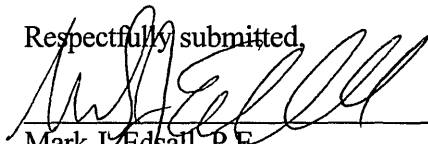
- d. The Board previously discussed site directional signage and staging lines. Drawing S-2 provides identification of the various signs on the site and Drawing S-5 provides a graphic indication of the traffic flow through the site. The Board may wish to verify that the final configuration is acceptable.
 - e. I previously noted a concern with regard to the type lighting being utilized at the site. Specifically, my concern was with regard to the Type "B" fixtures detailed on Drawing S-3. Five (5) such fixtures are proposed on the site. The Applicant has indicated that these type fixtures are necessary for appropriate lighting at the site. If these fixtures are approved, it would be recommendation that the note on Drawing S-3 be revised to indicate that adjustments, including installation of shields, will be performed by the Applicant if determined necessary by the Town Planning Board.
 - f. Drawing S-1 includes a note indicating that the individual lots will be combined to a single lot as a condition of the site plan approval. The Board should determine if this combination of lots should occur before of after the plan is stamped.
 - g. The Sewer Department indicated that an oil/water separator must be provided at the site. The plans do not appear to address this issue. This should be noted as a condition on the plan.
 - h. I previously raised the issue as to the adequacy of existing storm piping at the site. This issue has never been completely addressed. It is my recommendation that the plans include a note indicating that all storm drains on the site will be jet-flushed and piping replaced, if necessary, such that the system is made fully operational.
2. The Planning Board may wish to make a **determination** regarding the type action this project should be classified under SEQRA and make a determination regarding environmental significance.
3. The Planning Board should require that a **bond** estimate be submitted for this **Site Plan** in accordance with Paragraph A(1)(g) of Chapter 19 of the Town Code.
-

**TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS
PAGE 3**

REVIEW NAME: FOAM AND WASH SITE PLAN
PROJECT LOCATION: NYS ROUTES 94 AND 32 AND OLD TEMPLE HILL ROAD
SECTION 69-BLOCK 3-LOT 2
PROJECT NUMBER: 99-15
DATE: 12 APRIL 2000

4. I have received a copy of correspondence from the New York State Department of Transportation indicating no objection to the latest site plans. It is indicated that a Highway Work Permit will be required and this should be noted in the minutes prior to approval.
5. At this time, I believe the Board could consider a conditional approval for the site plan, with the various minor items as conditions, as noted above, and as determined by the Planning Board.

Respectfully submitted,


Mark J. Edsall, P.E.
Planning Board Engineer

MJEmk

A:FOAM-WASH4.mk

RESULTS OF P.B. MEETING OF: April 12, 2000

PROJECT: Form & Wash

P.B.#

LEAD AGENCY:

NEGATIVE DEC:

1. AUTHORIZE COORD LETTER: Y__ N__

M) LU S) A VOTE: A 5 N 0

2. TAKE LEAD AGENCY: Y__ N__

CARRIED: YES ☒ NO ☐

M) __ S) __ VOTE: A __ N __

CARRIED: YES __ NO __

WAIVE PUBLIC HEARING: M) __ S) __ VOTE: A __ N __ WAIVED: Y __ N __

SCHEDULE P.H. Y __ N __

SEND TO O.C. PLANNING: Y __

SEND TO DEPT. OF TRANSPORTATION: Y __

REFER TO Z.B.A.: M) __ S) __ VOTE: A __ N __

RETURN TO WORK SHOP: YES __ NO __

APPROVAL:

M) __ S) __ VOTE: A __ N __ APPROVED: _____

M) LU S) LN VOTE: A 5 N 0 APPROVED CONDITIONALLY: 4-12-00

NEED NEW PLANS: Y __ N __

Per Mark

DISCUSSION/APPROVAL CONDITIONS:

<i>Proof of Combined Lots</i>
<i>Mark's comments</i>
<i>Cost Estimate</i>

ORANGE COUNTY CLERK'S OFFICE RECORDING PAGE

THIS PAGE IS PART OF THE INSTRUMENT - DO NOT REMOVE



TYPE IN BLACK INK:

NAME(S) OF PARTY(S) TO DOCUMENT

TGS Associates, INC.

15 East Market St.

Red Hook, NY 12571

TO

TGS Associates Inc

SECTION 69 BLOCK 3 LOT 1,2,4

RECORD AND RETURN TO:

(name and address)

Woody N. Klose Esq.

35 East Market St.

Red Hook, NY 12571

THIS IS PAGE ONE OF THE RECORDING

ATTACH THIS SHEET TO THE FIRST PAGE OF EACH
RECORDED INSTRUMENT ONLY

DO NOT WRITE BELOW THIS LINE

INSTRUMENT TYPE: DEED ☒ MORTGAGE ☐ SATISFACTION ☐ ASSIGNMENT ☐ OTHER ☐

PROPERTY LOCATION

2089 BLOOMING GROVE (TN)
2001 WASHINGTONVILLE (VLG)
2289 CHESTER (TN)
2201 CHESTER (VLG)
2489 CORNWALL (TN)
2401 CORNWALL (VLG)
2600 CRAWFORD (TN)
2800 DEERPARK (TN)
3089 GOSHEN (TN)
3001 GOSHEN (VLG)
3003 FLORIDA (VLG)
3005 CHESTER (VLG)
3200 GREENVILLE (TN)
3489 HAMPTONBURGH (TN)
3401 MAYBROOK (VLG)
3689 HIGHLANDS (TN)
3601 HIGHLAND FALLS (VLG)
3889 MINISINK (TN)
3801 UNIONVILLE (VLG)
4089 MONROE (TN)
4001 MONROE (VLG)
4003 HARRIMAN (VLG)
4005 KIRYAS JOEL (VLG)

4289 MONTGOMERY (TN)
4201 MAYBROOK (VLG)
4203 MONTGOMERY (VLG)
4205 WALDEN (VLG)
4489 MOUNT HOPE (TN)
4401 OTISVILLE (VLG)
4600 NEWBURGH (TN)
☒ 4800 NEW WINDSOR (TN)
5089 TUXEDO (TN)
5001 TUXEDO PARK (VLG)
5200 WALLKILL (TN)
5489 WARWICK (TN)
5401 FLORIDA (VLG)
5403 GREENWOOD LAKE (VLG)
5405 WARWICK (VLG)
5600 WAWAYANDA (TN)
5889 WOODBURY (TN)
5801 HARRIMAN (VLG)

CITIES

0900 MIDDLETOWN
1100 NEWBURGH
1300 PORT JERVIS
9999 HOLD

NO. PAGES 4 CROSS REF.
CERT. COPY 1 ADD'L X-REF.
MAP# PGS.

PAYMENT TYPE: CHECK ☒
CASH ☐
CHARGE ☐
NO FEE ☐

CONSIDERATION \$
TAX EXEMPT ☐

MORTGAGE AMT. \$
DATE

MORTGAGE TAX TYPE:

☐ (A) COMMERCIAL/FULL 1%
☐ (B) 1 OR 2 FAMILY
☐ (C) UNDER \$10,000
☐ (E) EXEMPT
☐ (F) 3 TO 6 UNITS
☐ (I) NAT.PERSON/CR. UNION
☐ (J) NAT.PER-CR.UN/1 OR 2
☐ (K) CONDO

Donna L. Benson

DONNA L. BENSON
ORANGE COUNTY CLERK

RECEIVED FROM:

TGS Assoc.

STATE OF FLORIDA, ORANGE COUNTY, FLORIDA
 I, DONNA L. DENSON, COUNTY CLERK AND CLERK OF THE SUPREME AND COUNTY
 COURTS, ORANGE COUNTY, DO HEREBY CERTIFY THAT I HAVE COMPARED THIS COPY WITH
 THE ORIGINAL THEREOF FILED OR RECORDED IN MY OFFICE ON **APR 27 2000**
 AND THE SAME IS A CORRECT TRANSCRIPT THEREOF.
 IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL



APR 27 2000

Donna L. Denson

COUNTY CLERK & CLERK OF THE SUPREME COUNTY COURTS, ORANGE COUNTY

LIBER 5285 PAGE 287

ORANGE COUNTY CLERKS OFFICE 23767 MRL
 RECORDED/FILED 04/27/2000 11:35:24 AM
 FEES 47.00 EDUCATION FUND 5.00
 SERIAL NUMBER: 008745
 1 CERT COPY 4.88
 55573 RE TAX

THIS INDENTURE, made the 24th day of April, two thousand

BETWEEN

TGS ASSOCIATES, INC.
15 East Market Street, Red Hook, NY 12571

party of the first part, and

TGS ASSOCIATES, INC.
15 East Market Street, Red Hook, NY 12571

party of the second part,

WITNESSETH, that the party of the first part, in consideration of TEN AND 00/100-----(\$10.00) DOLLARS, lawful money of the United States, and other good and valuable consideration paid by the party of the second part, does hereby grant and release unto the party of the second part, the heirs or successors and assigns of the party of the second part forever,

ALL that certain plot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the Town of New Windsor, County of Orange and the State of New York at Vails Gate, and bounded and described as follows:

Beginning at a point on the Northwestern side of N.Y.S. Route 94, said point marking the Westerly line of the herein described parcel and the Easterly line of lands now or formerly Conna Corp. (Liber 2653, page 185), running thence along the same in part and along the Easterly line of lands now or formerly S. & S. Properties (Liber 2453, page 283), North 26-33-14 West 157.55 feet to a point marking the Easterly line of N.Y.S. Route 32, running thence along the same, North 23-31-09 East 8.67 feet, North 25-08-22 East 186.78 feet, North 31-16-13 East 19.17 feet, North 84-31-11 East 27.86 feet and South 47-36-58 East 19.60 feet to a point marking the Southwesterly side of Old Temple Hill Road, running thence along the same, South 39-01-19 East 94.20 feet, South 48-42-16 West 4.23 feet, South 40-38-16 East 137.72 feet, South 21-44-01 East 31.04 feet and South 09-20-37 West 16.42 feet to a point marking the Northwestern side of the aforementioned N.Y.S. Route 94, running thence along the same South 65-12-21 West 161.74 feet and South 67-10-38 West 78.50 feet to the point or place of beginning.

Containing 1.284 acres of land, more or less.

Subject to restrictions, restrictive covenants, easements and/or agreements or record, if any.

Being the same premises conveyed by Richard S. Baright to TGS Associates by deed dated 20th day of June 1990 and recorded in the Orange County Clerk's Office (Liber 3330 of Deeds , page 207) on August 9, 1990 bearing control number 57752 and being the same premises conveyed by Baright Enterprises, Inc., to TGS Associates, Inc. by deed dated the 20th day of May 1999 and recorded in the Orange County Clerk's Office on the 8th day of June, 1999 at serial number 009265, (Liber 5075, page 85).

It is the intent of the grantors to combine these parcels of land into one parcel with one separate tax map identification number.

The premises are not in an agricultural district and are entirely owned by the transferor.

TOGETHER with all right, title and interest, if any, of the party of the first part in and to any streets and roads abutting the above described premises to the center lines thereof,

TOGETHER with the appurtenances and all the estate and rights of the party of the first part in and to said premises.

TO HAVE AND TO HOLD the premises herein granted unto the party of the second part, the heirs, or successors and assigns of the party of the second part forever.

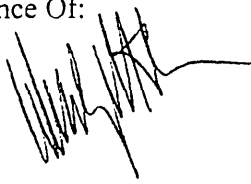
AND the party of the first part covenants that the party of the first part has not done or suffered anything whereby the said premises have been encumbered in any way whatever, except as aforesaid.

AND the party of the first part, in compliance with Section 13 of the Lien Law, covenants that the party of the first part will receive the consideration for this conveyance and will hold the right to receive such consideration as a trust fund to be applied first for the purpose of paying the cost of the improvement and will apply the same first to the payment of the cost of the improvement before using any part of the total of the same for any other purpose.

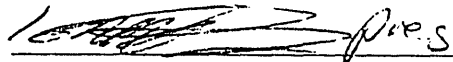
The word "party" shall be construed as if it read "parties" whenever the sense of this indenture so requires.

IN WITNESS WHEREOF, the party of the first part has duly executed this deed the day and year first above written.

In Presence Of:



TGS ASSOCIATES, INC.



TODD A. BARIGHT, President

STATE OF NEW YORK)
COUNTY OF DUTCHESS) ss.:

On the 24th day of April, 2000, before me, the undersigned, a Notary Public in and for said State, personally appeared TODD A. BARIGHT, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his capacity, and that by his signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument.

Cynthia A. Hoose
Notary Public

R&R:
WOODY N. KLOSE, ESQ.
35 East Market Street
Red Hook, NY 12571

CYNTHIA A. HOOSE
Notary Public, State of New York
Residing in Dutchess County
No. 4852484
Commission Expires 2/18/02

FOAM & WASH CAR WASH SITE PLAN (99-15)

Mr. Jim Raab appeared before the board for this proposal.

MR. PETRO: My James Jim Raab, for the record, I'm with Doce Associates. I'm here to represent Foam & Wash Car Wash. And basically, just to bring everybody up to date we left this, the DOT was holding us up on this exit onto 32. The board gave us a number of things they wanted us to do, too, they wanted to see the driveways along Temple Hill Road across the street on 32 and also across the street on 94. We brought the DOT out in the field in January, actually late December, January, Don Greene and Bill Elgie and they said after reviewing in the field, they saw no problem with the exits and we tried to work it out with Tom Meyers. Well, after a lot of kicking and screaming, Tom Meyers basically allowed us to do exactly what I wanted to do three months ago and he did, however, have some conditions, he wanted us to show the access, the exit out of the automatic car wash down closer to the entrance and also Don Greene added he wanted the exit out onto 94 aligned with the driveway across the street. Basically that and narrowing the exit drive to 12 feet from the automatic car wash onto Route 32, those are all the changes that were required by the DOT and by the planning board and the from the last meeting when we met. So basically, we're here to try to wrap this up.

MR. PETRO: Didn't you have that, at one time have that blocked off and you had a vacuum here?

MR. RAAB: Right.

MR. PETRO: You just changed that?

MR. RAAB: Yes, we did.

MR. PETRO: Why was it blocked off, did somebody mention that?

MR. RAAB: I think they wanted it, I think the--

MR. BARIGHT: We didn't have the exit, we had it blocked off here but in the beginning, we had it blocked off, we did that and you mentioned that we should leave it open so people are here, they can go out here.

MR. LANDER: Did have something there.

MR. PETRO: I don't see a reason to block it off.

MR. RAAB: Mr. Baright's right, that you had suggested to let the flow go across in case somebody else wanted to use one of the vacuums over here.

MR. PETRO: Definitely need the flow through the site because it's so congested in that whole area, I'm hoping when you open up the tunnel that you have that more staging in that looped lane where it goes around the stack.

MR. RAAB: There's a lot more staging than they have, it's twice as much staging.

MR. PETRO: Another thing also when they back up now see where your out only is, let's say you get real busy and that staging piles back up on Old Temple Hill Road, you're going to be blocking it out, you follow what I'm saying?

MR. BARIGHT: If you're coming in this way, the nice thing is right now, people, this is the entrance to the car wash, there's basically we call a semi point of no return where you get to a certain distance and people won't wait anymore, but people know if this is the entrance, they know that waiting here is only a certain amount, like our other location, we have a certain amount of stacking, people know how far they're going to wait.

MR. PETRO: Fifteen minutes, if it's longer, the hell with it.

MR. BARIGHT: They know if they're waiting here, the line is three times as long as it used to be, so it's

going to take three times as long.

MR. PETRO: I'm very concerned with the staging out there.

MR. LANDER: It's a greater distance here, the more cars you have, the more people want to get them washed and then stage out here, now so now with this, you alleviate some of that.

MR. BARIGHT: Also we'll be doing, we can double up if we have to in this area, you're only talking five or six days a year, I know the days you're talking about, Sunday, Monday and Tuesday, we wash a total of 50 cars altogether.

MR. ARGENIO: I said several meetings ago that I agree, I think that they're improving the staging situation by having more area now to store the cars in, but I will tell you what has me concerned is the fact that that parking at the automatic car wash is now going to be blocked in on those busy days, see the parking I'm referring to?

MR. BARIGHT: This parking here?

MR. ARGENIO: The angled parking.

MR. BARIGHT: This is only employee parking, so the only customer parking is in line or they park in the vacuums.

MR. ARGENIO: That makes a difference cause if it's people coming in and out for whatever they're being blocked in, that's a problem.

MR. PETRO: Also if the staging's out that far, how are you going to come in to the oil and lube shop? How am I going to get in when it's staged out to the road?

MR. BARIGHT: Well, the nice thing is lube takes 10 or 15 minutes per car and the car wash you can do in two or three cars per minute, so it's in five minutes, you can move 10 or 15 cars through.

MR. PETRO: Well, anyway, we're passed this stage anyway because I think we've seen it and we've done the major design with these fellas, they've been here so many times and the DOT did it, our planning board engineer did it, his own engineer did it and this is what we have, so I don't think it's going to change, the lot isn't going to turn into six acres.

MR. LUCAS: No, but you have one entrance and three exits and that relieves a lot of the problem.

MR. BARIGHT: Right now, there's three.

MR. RAAB: We fought so hard for the third exit.

MR. PETRO: You did add the parking that I was concerned with for the oil and lube, correct?

MR. RAAB: Yes, we did, there's two extra.

MR. LUCAS: Ground water in front of the, you know, the wash now that you're going, a lot of that used to drain down when they came out, is that all curbed now?

MR. RAAB: Yeah, it's all curbed.

MR. BARIGHT: There's a big drain here.

MR. ARGENIO: Are those existing vacuum islands at the corner of Old Temple Hill Road and old 94 going to remain?

MR. RAAB: Yes.

MR. BARIGHT: Nothing in this section changes from the way it is now, there's four bays, two vacuums and a curb cut so where the curb cut is we're going to add two more vacuums which we're losing from over here.

MR. LUCAS: Truck wash out?

MR. BARIGHT: That gets eliminated.

MR. PETRO: Traffic flow where you have the in only and out only where I asked before that you remove the

stoppage, I can drive up in there and then go out that only or you think there should be an arrow pointing out only about the flow towards the six bays right now, I can drive up in there from the oil and lube, if you want.

MR. BARIGHT: Up in here and go in there?

MR. PETRO: Yes.

MR. BARIGHT: You can exit here or you can go over to the vacuums.

MR. PETRO: Is that the way you want the traffic flow to go? Doesn't look that way.

MR. BARIGHT: There won't be many people coming from the area because if you're coming out of the lube--

MR. PETRO: I might want to go to Shop Rite, I might want to drive through your entire, your maze there.

MR. RAAB: Drive all the way over here?

MR. PETRO: Yeah and what I'm saying is I think we should have an arrow pointing out there to prevent that or do you feel that it's okay?

MR. BARIGHT: I feel they have been doing with Perkins, they were driving every which way.

MR. RAAB: I don't see that posing a big problem there because of the fact that there will be very few cars coming across here to get to the vacuums, there's two more vacuums in this area here so I don't see the need.

MR. PETRO: To restrict it any further.

MR. RAAB: Like the flow across that you suggested in the beginning because it gives you the option of going and using another vacuum, if this one right here in front of you being used.

MR. LANDER: Curb to curb is what, about 20 feet across there where we were just discussing?

MR. RAAB: Yes.

MR. PETRO: We have fire approval on 4/11/2000 and highway approval is not received back so once we get it, we'll put it in.

MR. RAAB: Mike, did you discuss this with the highway department today?

MR. BABCOCK: Yes, I did, he has no objections.

MR. PETRO: Do the two lots, have they been combined yet?

MR. BARIGHT: No, they will be, we didn't want to do it until we were sure we were going to get it.

MR. PETRO: Has to do it before it's stamped now once the plan is stamped.

MR. BARIGHT: The deed's been drawn up, we have to go to Goshen, but we didn't want to do it until just in case something happened, we can put the restaurant back in or something.

MR. PETRO: I'd like to see you put that floor back in there, all those pieces. Mark, I know you have a bunch of small comments, do you want to go over any of them in particular?

MR. EDSALL: I only had three that I thought you had to make a decision on and you have actually discussed the orientation and staging, you have discussed the lots have to be combined before you'll stamp the plan and the last one that I thought you should look at was the number of parking spaces, if you were satisfied and you talked about that so if you want to make it conditional on the rest of them, just clean-up items.

MR. PETRO: Can I have a motion for negative dec?

MR. LUCAS: So moved.

MR. ARGENIO: Second it.

MR. PETRO: Motion's been made and seconded that the New Windsor Planning Board declare negative dec under the SEQRA process for the Foam & Wash site plan. Is there any further discussion from the board members? We had a public hearing on this, correct?

MR. RAAB: Yes.

MR. PETRO: Roll call.

ROLL CALL

MR. BRESNAN	AYE
MR. ARGENIO	AYE
MR. LUCAS	AYE
MR. LANDER	AYE
MR. PETRO	AYE

MR. LANDER: You received some variances for signs?

MR. BARIGHT: Yes, we received, there's going to be three road signs which are similar to what's on the site right now. There was a Perkin's sign, we had a car wash sign here and here, we received a variance for them, these two are the same size, this one is half the size and also variance for building sign, I guess it was two feet longer than--

MR. LANDER: But it was just for signs.

MR. BARIGHT: Yeah, and the height variance, the ten feet off the building that's on the plan.

MR. PETRO: Okay, can I have a motion for final approval?

MR. LUCAS: I'll make it.

MR. LANDER: Second it.

MR. PETRO: Motion's been made and seconded that the New Windsor Planning Board grant final approval to the Foam & Wash site plan on Route 94 with the subject-to's that I think Mark what you're going to do is you're

going to review some of the smaller ones, correct, so why don't we have the subject-to's be what's on your comments that have not been met and you're going to discuss them with Mr. Edsall, okay, and the applicant.

MR. LUCAS: The deed issue.

MR. PETRO: Deed issue that just needs obviously to be done.

MR. KRIEGER: And needs to be recorded before the plan is stamped.

MR. PETRO: Correct, also we need a bond estimate for the site plan and I believe that's it, whatever else Mark has on those comments.

MR. RAAB: Fine.

MR. PETRO: Any further discussion from the board members? If not, roll call.

ROLL CALL

MR. BRESNAN	AYE
MR. ARGENIO	AYE
MR. LUCAS	AYE
MR. LANDER	AYE
MR. PETRO	AYE



1763

TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553

NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., WATER, SEWER, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER: 99-15

DATE PLAN RECEIVED: _____

RECEIVED

APR - 5 2000

The maps and plans for the Site Approval _____

Subdivision _____ as submitted by

_____ for the building or subdivision of
VAILE GATE FORM 9 WASH has been

reviewed by me and is approved _____,

disapproved _____.

If disapproved, please list reason _____

No sewer detail

HIGHWAY SUPERINTENDENT _____ DATE _____

WATER SUPERINTENDENT _____ DATE _____

JP 5/5/00
SANITARY SUPERINTENDENT _____ DATE _____



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
4 BURNETT BOULEVARD
POUGHKEEPSIE, N.Y. 12603

ROBERT A. DENNISON III, P.E.
REGIONAL DIRECTOR

PERMIT INSPECTION UNIT
275 Ridge Road
New City, NY 10956

JOSEPH H. BOARDMAN
COMMISSIONER

April 10, 2000

Planning Board
Town of New Windsor
Town Hall
555 Union Avenue
New Windsor, NY 12553

Re: Foam & Wash Vails Gate
Route 32 & 94

We have reviewed this matter and please find our comments checked below:

XX A Highway Work Permit will be required

X No objection and or comments

_____ Need Additional information _____ Traffic Study _____ Drainage Study

_____ To be reviewed by Regional Office

_____ Does not affect N.Y. State Department. Of Transportation

Please note: Driveways must conform to Highway Work Permit.

ADDITIONAL COMMENTS: As per plans submitted dated 28 Mar 00.

Very truly yours,

Donald Greene
Civil Engineer I.

March 8, 2000

5

REGULAR ITEMS:

FOAM & WASH SITE PLAN (99-15)

MR. PETRO: They have taken themselves off the agenda so we'll go to number 2.



McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

RICHARD D. McGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.
JAMES M. FARR, P.E.

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TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS

REVIEW NAME: FOAM AND WASH SITE PLAN
PROJECT LOCATION: NYS ROUTES 94 AND 32 AND OLD TEMPLE HILL ROAD
SECTION – 69 BLOCK 3 – LOT 2
PROJECT NUMBER: 99-15
DATE: 8 MARCH 2000
DESCRIPTION: THE APPLICATION PROPOSES THE EXPANSION OF THE
EXISTING CAR WASH FACILITY TO INCLUDE THE ADJOINING
PERKINS RESTAURANT SITE, WITH THE CONSTRUCTION OF A
NEW CAR WASH AND MAINTENANCE FACILITY. THE PLAN
WAS PREVIOUSLY REVIEWED AT THE 26 MAY 1999, 27 OCTOBER
1999 AND 17 NOVEMBER 1999 AND 8 DECEMBER 1999 PLANNING
BOARD MEETINGS.

1. At the most recent referenced meeting, the Applicant discussed, with the Board, the revised site configuration based on the requirements of the New York State Department of Transportation. A revised Site Plan (drawing S-1) was submitted. For this meeting, the Applicant has submitted an updated version of drawing S-1. It is recommended that the Board ask the Applicant to explain the changes between this drawing S-1 and the previously submitted version.
2. At the 8 December 1999 Planning Board meeting, the Public Hearing was closed and the Applicant was requested to submit revised drawings S-2, S-3, S-4 and S-5, such that an updated complete set would be available for the Board's consideration of approval. We have not received these updated plans; as such, it is my opinion that the resubmittal is incomplete.
3. A Lead Agency Coordination letter was issued on 20 December 1999. The New York State Department of Transportation has responded indicating no objection to the Planning Board assuming Lead Agency. It was also noted that a Highway Work Permit would be required.
4. At this time, it is recommended that the Board formally accept the position of Lead Agency for this application. The Board may also discuss the Short EAF submitted and determine if any additional information is required. Once the Board has adequate information, a determination of Significance can be considered.

**TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS**

REVIEW NAME: FOAM AND WASH SITE PLAN
PROJECT LOCATION: NYS ROUTES 94 AND 32 AND OLD TEMPLE HILL ROAD
SECTION – 69 BLOCK 3 – LOT 2
PROJECT NUMBER: 99-15
DATE: 8 MARCH 2000

Page Two

5. Once a complete set of revised plans is received, our office will complete our review of the application and advise the Board accordingly.

Respectfully submitted,



Mark J. Edsall, P.E.
Planning Board Engineer

MJesh

Foamandwash3-8.sh



STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
4 BURNETT BOULEVARD
POUGHKEEPSIE, N.Y. 12603

ROBERT A. DENNISON III, P.E.
REGIONAL DIRECTOR

JOSEPH H. BOARDMAN
COMMISSIONER

January 1, 2000

Mr. Mark J. Edsall, P. E.
Planning Board Engineer
Town of New Windsor
555 Union Avenue
New Windsor, New York 12553

Dear Edsall:

RE: STATE ENVIRONMENTAL QUALITY REVIEW
Proposed "Foam and Wash" Combination Car Wash
And Rapid Auto Lube Facility
Intersection of Routes 32, 94 and Old Temple Hill Road



This Department has no objection to the Town of New Windsor Planning Board assuming the role of lead agency for this action.



We have reviewed the Environmental Assessment Form (EAF) and find the estimated number of vehicular trips to be reasonable.



If a Draft Environmental Impact Statement or Traffic Study is prepared for the proposed project, please forward a copy to us for review.

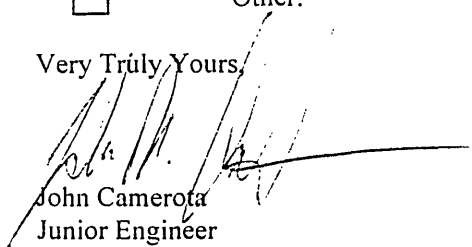


Please be aware that a State Highway Work Permit will be required for any curb cuts and/or work within any New York State Department of Transportation right-of-way.



Other:

Very Truly Yours,


John Camerota
Junior Engineer

-----X
In the Matter of the Application of

**T.G.S. ASSOCIATES INC./FOAM &
WASH CAR WASH**

**MEMORANDUM OF
DECISION GRANTING**

AREA VARIANCES

#99-38.
-----X

WHEREAS, T.G.S. ASSOCIATES, INC., a corporation having an office at 15 East Market Road, Red Hook, New York 12571, has made application before the Zoning Board of Appeals for a 20 ft. side yard and 11 ft. 0 in. maximum building height for new construction, plus a variation of Section 48-18 of the Supplemental Sign Regulations to permit two additional freestanding signs and 4 ft. 2 in. sign height for same, 500 sq. ft. variance for total of all signs and 5 ft. height variance for façade sign at Foam & Wash Car Wash located at 5 Old Temple Hill Road in a C zone; and

WHEREAS, a public hearing was held on the 27th day of September, 1999 before the Zoning Board of Appeals at the Town Hall, New Windsor, New York; and

WHEREAS, the Applicant appeared by James Raab, P. E. of Vincent J. Doce Associates, Todd Baright and Gary Baright. Messrs. Baright are principal shareholders and owners of TGS Associates, Inc.; and

WHEREAS, there were no spectators appearing at the public hearing; and

WHEREAS, no one spoke in favor or in opposition to the Application; and

WHEREAS, a decision was made by the Zoning Board of Appeals on the date of the public hearing granting the application; and

WHEREAS, the Zoning Board of Appeals of the Town of New Windsor sets forth the following findings in this matter here memorialized in furtherance of its previously made decision in this matter:

1. The notice of public hearing was duly sent to residents and businesses as prescribed by law and in The Sentinel, also as required by law.

2. The evidence presented by the Applicant showed that:

(a) The property is a commercial property located in a neighborhood of commercial properties between two busy state highways.

(b) The Applicant corporation is the owner of an existing neighboring piece of property. It seeks to expand its operation by acquiring the subject piece of property and seeks variances in order to construct improvements to that property.

(c) The Applicant proposes the conversion of an existing restaurant building into an automatic car wash and the construction of an oil and lube shop on the property. The Applicant proposes to enhance the landscaping and provide for a layout of the property that allows the maximum "stacking" of automobiles.

(d) The property is already entirely covered by buildings and blacktop so that if the site plan is approved, no additional water drainage will be created.

(e) The Applicant proposes a number of signs on the property.

(f) The oil and lube business will be a business separately operated from the car wash business.

(g) The Applicant has reduced the size of the sign that it requests on Temple Hill Road.

(h) The Applicant has asked for a height variance for the signs so that a changeable copy readerboard can be added without the sign being so low as to interfere with the view of adjacent vehicular traffic.

(i) The Applicant proposes reconfiguring the lot so that motorists can only enter the area from one point and exit from one point. As it presently exists they may enter and exit from a number of different points.

(j) The proposed oil and lube shop is proposed to be located closer to the line than allowed by the code so that the maximum available area of the lot can be used for vehicular "stacking".

(k) The new building, if allowed, would be no higher than the buildings in the neighborhood.

(l) The height variance is sought not because the building is too high for the neighborhood, but because of the way allowable height is measured as a function of the distance to the closest lot line.

WHEREAS, The Zoning Board of Appeals of the Town of New Windsor makes the following conclusions of law here memorialized in furtherance of its previously made decision in this matter:

1. The variances will not produce an undesirable change in the character of the neighborhood or create a detriment to nearby properties.

2. There is no other feasible method available to the Applicant which can produce the benefits sought.

3. The variances requested are substantial in relation to the Town regulations, but nevertheless are warranted.

4. The requested variances will not have an adverse effect or impact on the physical or environmental conditions in the neighborhood or zoning district.

5. The difficulty the Applicant faces in conforming to the bulk regulations is self-created but nevertheless should be allowed.

6. The benefit to the Applicant, if the requested variances are granted, outweigh the detriment to the health, safety and welfare of the neighborhood or community.

7. The requested variances as previously stated are reasonable in view of the size of the building, its location, and its appearance in relation to other buildings in the neighborhood.

8. The interests of justice will be served by allowing the granting of the requested area variances.

NOW, THEREFORE, BE IT

RESOLVED, that the Zoning Board of Appeals of the Town of New Windsor GRANT a request for a 20 ft. side yard and 11 ft. 0 in. maximum building height for new construction, plus variation of Section 48-18 Supplemental Sign Regulations to permit two additional freestanding signs and 4 ft. 2 in. sign height for same, 500 sq. ft. variance total of all signs and 5 ft. height variance for façade sign at Foam & Wash Car Wash (formerly Purple Parlor) located at 5 Old Temple Hill Road in a C zone.

BE IT FURTHER

RESOLVED, that the Secretary of the Zoning Board of Appeals of the Town of New Windsor transmit a copy of this decision to the Town Clerk, Town Planning Board and Applicant.

Dated: November 22, 1999.


Chairman

PUBLIC HEARING - CONTINUED FROM 11/17/99 MEETINGFOAM & WASH CAR WASH (99-15)

Mr. Jim Raab, Mr. Todd Baright and Mr. Gary Baright appeared before the board for this proposal.

MR. PETRO: This is a continuation of the public hearing from the November 17, 1999 meeting. And this is for conversion of the former Perkin's Restaurant to a car wash. And normally, what we do is we review this first as a board and then open it to the public for the public meeting, but being that we're continuing with it, I would assume that once we open this application up, the public hearing is in session. So if there's someone here to speak on behalf of this public hearing, I want you to give us a couple minutes, let the board review it. I believe they had to go to the DOT and then we'll field the questions from the audience. Thank you. Who's representing this?

MR. LANDER: Do we have new maps?

MR. PETRO: We don't have them here. What they are going to do is show us.

MR. RAAB: My name is Jim Raab, I'm with the Engineering firm of Vincent J. Doce Associates. I'm here to represent Foam & Wash car wash for this application and public hearing. Just to go over the changes that have been made by their architect as per the Planning Board's comments and also the DOT's comments, let's start with the Planning Board's comments. The parking, as you requested down in this area here, removal of this making this smaller, the island that's all been addressed in here. All of that parking has been implemented here. As we had expected, the DOT requested more of the, more closing off of the access to 94, we're down to an out only of 16 feet wide here. Also, as requested by the DOT, we put an out onto 94, I'm sorry, Old Temple Hill Road, and what we had tried to do is get as much space between the in and the out because they are kind of reversed from where they'd normally be so that there'd be as much space as possible between there, so the small island we had

before, we widened it out quite a bit so that there's an adequate separation between the two accesses, the out and the in.

MR. PETRO: We didn't want or I shouldn't say that we didn't want, there wasn't going to be any right-hand turns when you came out of the tunnel, flow was going to go the other way now.

MR. RAAB: This is more towards what the DOT is looking to do, they don't want a lot of traffic out in here, we're still under discussion as to this access out to here right now, but they absolutely wanted an access out to 94, I mean, out to 94 by way of Old Temple Hill Road and.

MR. T. BARIGHT: You came in here, that's why we didn't want a turn because we didn't want an in and out, people coming across and now it's an exit only.

MR. RAAB: And separated from it, even though this is for more than fire purposes, just a bumper.

MR. PETRO: Is this all one lot? Did you combine the deed for this property?

MR. T. BARIGHT: We haven't done it yet, no, we'll do it.

MR. PETRO: Now it has to be because the entrance to the new property is on the other lot.

MR. T. BARIGHT: It will be before.

MR. PETRO: I can buy the other lot tomorrow and you have no way to get to the property. Andy, you have to make a note that it's going to have to be combined.

MR. KRIEGER: It has to be a condition of any approval.

MR. RAAB: They have to produce that before they get stamps.

MR. T. BARIGHT: We know that.

MR. PETRO: I know I kept interrupting you, the exit onto Old Temple Hill Road, that is approximately opposite the bank entrance, it's approximately there, right?

MR. RAAB: It's approximately, but it's approximately, it's not too far offset, it's approximately across.

MR. PETRO: They felt there wouldn't be a traffic problem exiting onto Old Temple Hill Road.

MR. RAAB: Yes.

MR. PETRO: That's the DOT's recommendation?

MR. RAAB: Yeah.

MR. PETRO: Just make sure the minutes reflect that, Franny, please. Now, I won't interrupt you for a couple more minutes.

MR. RAAB: That's okay. It's your board, you can do anything you want. Basically, and we made this access smaller because what we wanted to do is give the appearance to the DOT that there's going to be more than 50 percent are going to be leaving and going out on Old Temple Hill Road, at least that would be my opinion, as you come out of the tunnel and you've got to where you can get out by going this way and the back then you have vacuums in your access right here that you will, that more than 50% of the cars are going to go out on Old Temple Hill Road. Their concern is to Vails Gate, I mean 32, in general, from Big V right on down so we're catching a little heat that's coming off the Big V controversy up the road so we're basically just trying to play our cards right so we can get just the out right turn only onto 32 so that anybody who goes over there to get access to the vacuums which are necessary to the operation of this car wash, that they can go out, they have a way to go out this way.

MR. PETRO: Three exits and only one ingress to the entire property?

MR. RAAB: Right.

MR. T. BARIGHT: Eliminating the one here, this was an in and an out.

MR. RAAB: That was Perkin's in and out.

MR. PETRO: It was.

MR. RAAB: So we're eliminating a lot of entrances.

MR. PETRO: Old Temple Hill Road is owned by who, Mark, town road?

MR. EDSALL: Yes.

MR. PETRO: Do we have anything back from Mr. Pullar?

MR. EDSALL: I don't think he's seen this latest plan yet.

MR. PETRO: And you're telling me that you're still having a little heat from DOT on the exit only, the way it stands on this plan, to exit onto 32, you don't have a letter of approval or word of approval?

MR. RAAB: What we have is that they have okayed it so far, but they are still, this is still under consideration. This part's okay, this is still under consideration at this time.

MR. LANDER: Mr. Chairman, the State has let curb cuts get out of hand on Route 32, can't tell whether a person's turning right at this curb cut or the next one or the other one because they are so close together. Now, what the State's trying to do is correct their mistakes when somebody has a change of use and has to come back to the planning board which ultimately has to go back to them now they are going to say well, let's close them down which should have been done in the beginning, we should of never been allowed to have that many curb cuts on that road. This plan here looks good to me.

MR. T. BARIGHT: We like this even better coming out over here because if you live over this way, you don't

have to go out and go all the way around the horn.

MR. PETRO: Why would you not want to do that originally, we being yourself, didn't--

MR. T. BARIGHT: We didn't think of it.

MR. BABOCK: I think there was a consideration as they went through the building and made certain turns, they would eliminate the water on the vehicles by the time they got out onto the road.

MR. T. BARIGHT: That way at least most a lot of people come over in this area here and then some will be here so it will be 50-50.

MR. RAAB: This space is wide enough for these cars to pull back out and come back out this way, it's not going into these vacuums here, okay, now I've got to go out 32, that's not the case. Any of these vacuums you've got enough back up space to come back around and come back out, if necessary, but that, of course, we don't want that, what we want to have is that vacuum users go this way, these vacuum users have a choice of going either way.

MR. PETRO: So, in reality, on the north end of that tunnel, that's two-way traffic there?

MR. RAAB: Yes.

MR. PETRO: Is that wide enough for two-way traffic, Mark?

MR. EDSALL: Well, it's wide enough, but the problem you're going to have people coming out of the car wash, theoretically with a volume of water still on the car and you can have a car coming around your blind side of the corner of the building coming in the opposite direction, so I think Jim's comment at the end was that they really don't want that, probably the best answer is that although there's physical room, you really I don't think want to develop two-way traffic.

MR. RAAB: We don't want two-way traffic from the blind

side here where they can see all the cars, there's plenty of back out space in here and this car will be able to see these cars over here but these cars over here Mark's absolutely right, we need this driveway to facilitate these vacuums here.

MR. ARGENIO: What's that in the exit drive on Old Temple Hill Road there just to the left, what's that in the middle of the driveway?

MR. RAAB: That's a vacuum and these are bumper stops here, concrete stops that will be here to stop the cars from going.

MR. ARGENIO: Is that what you're talking about two-way traffic right there?

MR. LANDER: No, he means right out of the tunnel.

MR. PETRO: Somebody can come the other way to go back out onto Old Temple Hill Road from the west side.

MR. RAAB: We don't want that to happen, this is what we're aiming for right here is that everything goes out this way.

MR. T. BARIGHT: It's fairly similar to what happens now the exit to the automatic sticks out 15 feet and the people are over here, they could come out over this way to come out or whatever, this is actually a lot further away than this even is existing with people coming either way, most people go out the exit over here which will eliminate one, we have this over here.

MR. PETRO: Where is the extra spots we asked for, where did you put those?

MR. T. BARIGHT: Right along here, we put three here and three here so six more.

MR. EDSALL: Just an observation, Mike, and I, we're just going over the plans and he brought up a good point to me as we're looking over this latest plan that of all that Mr. Argenio identified with the two wheel stops, the question that was posed over here at the

side table was would it be a good thing not to have that there because that way people who didn't care to exit from the Route 32 drive, which is going to mandate right turns could just come out of the tunnel as it may be and turn right and use any of the other vacuums on the south side of the property and also it would allow traffic on the south 2/3 of the site to exit out onto Temple Hill Road. Whereas now, that whole bottom 2/3 of the site, the south 2/3 has to go out on Route 94 so for the sacrifice of a single vacuum, you've made it much easier for traffic to be distributed.

MR. PETRO: Internally.

MR. EDSALL: And people could come out and that could stay where the one vacuum could be shown, could be two way people on the bottom 2/3 could go back through that, go out onto Old Temple Hill Road, may really help the movement.

MR. RAAB: I see what you're saying, what they, we didn't want to do a month ago now we're going to come through here.

MR. EDSALL: Leave that open.

MR. BABCOCK: Actually go out that way.

MR. EDSALL: And people coming out of the car wash tunnel could turn right, make another right and come into the whole southern side of the site, if they wanted to go to the oil lube.

MR. T. BARIGHT: Leaving it open?

MR. EDSALL: Yeah, I think it's going to make the site that much more flexible.

MR. ARGENIO: It will relieve the congestion at Old Temple Hill Road and 94.

MR. PETRO: I think Mr. Edsall said remove, leave it open and remove the vacuum, just let it flow.

MR. BABCOCK: What we're saying all the cars from the

oil shop and all the cars from the wash bays have to exit right now, they have to exit onto 94, if you want to go north on 94, it's a tough way to get out of there, especially when the cars are stacked up from Vails Gate.

MR. EDSALL: If you want to go north on 32, you have to make a left to cross lanes, make a left out on to Old Temple Hill versus just going out the other exit that's right now obstructed by the vacuum.

MR. RAAB: Okay.

MR. PETRO: You'd have to get through the staging cars to do that.

MR. EDSALL: During peak use, it's going to be call it as you see it.

MR. BABCOCK: I think it's going to help their business because if 94 is back passed that entrance, nobody's going to get out.

MR. EDSALL: That backs up quite a bit.

MR. PETRO: Okay, Mark, anything else outstanding now that you want to talk about? I really want to get some questions.

MR. EDSALL: That single comment really at this point, I think the purpose of having the plan is to just show that they have made some progress with DOT.

MR. PETRO: Is there anyone here that would like to speak on behalf of this application, Foam and Wash site plan? This is still a public hearing, which is open from the 17th of November. Is there anyone here? Okay, let the minutes reflect that no one has showed up for the balance of the public hearing. And at this time, I'd entertain a motion from the board member to close the public hearing on the form Foam & Wash site plan.

MR. LANDER: So moved.

MR. ARGENIO: Second it.

MR. PETRO: Motion has been made and seconded that the New Windsor Planning Board close the public hearing for the Foam & Wash site plan. Is there any further discussion from the board members? If not, roll call.

ROLL CALL

MR. ARGENIO	AYE
MR. BRESNAN	AYE
MR. LANDER	AYE
MR. PETRO	AYE

MR. PETRO: I'd like to open it back to the board for further discussion.

MR. ARGENIO: Mr. Chairman, has Bob Rogers seen the plan yet?

MR. PETRO: No, not this revised exiting portion, I really think that we're done, in other words, unless anybody has a conceptual problem, I think you should finish up the plan and come back for one more final meeting, as long as everything goes well and you have DOT approval and any other outside agency approvals that would be needed, we can review it again, there's not much more for us to review.

MR. RAAB: If we at least have a verbal from the DOT once we change the plan, we will resolve this exit situation, if we get that resolved verbally, like at least get somebody to talk to Mark, if we have the plan complete and all the changes and everybody had a chance, the highway superintendents had a chance to look at it, would it be possible that the board might give us an approval subject to the DOT?

MR. PETRO: I don't see a problem with that, you're going to have a verbal, you can get a letter, talk to Mark, talk to Bill Elgie or Don Greene, who are you dealing with, somebody local?

MR. RAAB: Both of them.

MR. PETRO: As long as you have something and when you come back, he's just going to review what's left to review, I don't think there's a lot that we haven't gone over, when you're ready, we'll put you on the next meeting. And I think my educated guess would be that you'd probably finish up at the next meeting, if nothing, you know, you need DOT approval and you're also going to need local fire and you're going to need local highway also and my only concern on the Old Temple Hill Road is the lining up of the exits with other driveways and the traffic that's already on that road.

MR. RAAB: What we're going to try to do is get a plan to the highway superintendent that shows the driveway on the other side.

MR. PETRO: I think that would be a good idea.

MR. RAAB: Well, the DOT's asking for that information.

MR. PETRO: All right, anything else that we can do for you?

MR. RAAB: No. Thank you.



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TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS

REVIEW NAME: FOAM AND WASH SITE PLAN
PROJECT LOCATION: NYS ROUTES 94 AND 32 AND OLD TEMPLE HILL ROAD
SECTION 69-BLOCK 3-LOT 2
PROJECT NUMBER: 99-15
DATE: 8 DECEMBER 1999
DESCRIPTION: THE APPLICATION PROPOSES THE EXPANSION OF THE
EXISTING CAR WASH FACILITY TO INCLUDE THE ADJOINING
PERKINS RESTAURANT SITE, WITH THE CONSTRUCTION OF A
NEW CAR WASH AND MAINTENANCE FACILITY. THE PLAN
WAS PREVIOUSLY REVIEWED AT THE 26 MAY 1999,
27 OCTOBER 1999 AND 17 NOVEMBER 1999 PLANNING BOARD
MEETINGS. THE PUBLIC HEARING OPENED AT THE
17 NOVEMBER 1999 PLANNING BOARD MEETING IS BEING
CONTINUED AT THIS MEETING.

1. At the previous meeting, I advised the Board of a discussion with Tom Myer of the New York State Department of Transportation with regard to this application. Pursuant to that discussion, the Applicant's Architect has prepared a revised plan (Drawing S-1) which deals with the required changes of the NYSDOT.

This plan modifies the ingress and egress to the overall site, with some revisions having been made to the internal traffic flow controls. It is recommended that the Board review this updated plan with the Applicant and their representative and, following same, accept comments from the public regarding this site plan application.


2. Once the Public Hearing phase of this site plan is complete, it is anticipated that the Applicant will return with revised Drawings S-2, S-3, S-4 and S-5, such that an updated complete set is available for the Board's consideration of approval. Once the revised complete set is received, I will complete my review of this application.

**TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS
PAGE 2**

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3. Now that it is clear that the NYSDOT will be requiring a Permit for this site plan, I question whether a Lead Agency Coordination Letter is necessary for this application. The Board should discuss the SEQRA status with the Planning Board Attorney to ensure that all necessary steps are taken for the review and completion of the SEQRA process.

Respectfully submitted,



Mark J. Edsall, P.E.
Planning Board Engineer

MJEmk

A:FOAM-WASH3.mk

RESULTS OF P. MEETING OF: December 8, 1999

PROJECT: Foam & Wash

P.B.# 99-15

LEAD AGENCY:

1. AUTHORIZE COORD LETTER: Y ☒ N ☐
2. TAKE LEAD AGENCY: Y ☐ N ☐

M) ☐ S) ☐ VOTE: A ☐ N ☐
CARRIED: YES ☐ NO ☐

NEGATIVE DEC:

M) ☐ S) ☐ VOTE: A ☐ N ☐
CARRIED: YES ☐ NO ☐

WAIVE PUBLIC HEARING: M) ☐ S) ☐ VOTE: A ☐ N ☐ WAIVED: Y ☐ N ☐

SCHEDULE P.H. Y ☐ N ☐

P.H. Closed

SEND TO O.C. PLANNING: Y ☐

SEND TO DEPT. OF TRANSPORTATION: Y ☐

REFER TO Z.B.A.: M) ☐ S) ☐ VOTE: A ☐ N ☐

RETURN TO WORK SHOP: YES ☐ NO ☐

APPROVAL:

M) ☐ S) ☐ VOTE: A ☐ N ☐ APPROVED: _____

M) ☐ S) ☐ VOTE: A ☐ N ☐ APPROVED CONDITIONALLY: _____

NEED NEW PLANS: Y ☐ N ☐

DISCUSSION/APPROVAL CONDITIONS:

<u>Have to combine Acts</u>
<u>Need Dept Reviews</u>
<u>No Public Input</u>

FOAM & WASH (CONTINUED)

MR. EDSALL: Mr. Chairman, Jim Raab stepped back in, he represented Foam & Wash and has alertly picked up on my comment 3 which we neglected to discuss.

MR. PETRO: All of us?

MR. EDSALL: Including myself. What it deals with is SEQRA for Foam & Wash. Originally, Foam & Wash, to our knowledge, had no outside permits, so we did not coordinate lead agency and merrily walked along the path of it being a sole town review since the DOT is now involved, I question, and maybe Andy can help us out, do we need to go through a lead agency coordination or is there a way we can proceed dealing with the site plan issue? We have to close out SEQRA and I want to make sure we don't have a problem.

MR. PETRO: Originally, we didn't do that because we were having a public hearing.

MR. EDSALL: And we didn't send out a lead agency coordination letter because we didn't think there was anyone to coordinate with, the only agency is DOT.

MR. PETRO: They're going to be back, it's going to be January anyway for the public hearing, why don't you send them a letter?

MR. EDSALL: Public hearing was closed.

MR. PETRO: I'm sorry, for the next appearance.

MR. KRIEGER: It was closed which means if DOT responds and if they say they are interested, then they may have to have a hearing for that purpose. If they respond and say they are not interested or they don't express any interest, you already have the members of this board already have sufficient information, so you don't have to, the only reason you'd have to have an additional public hearing is if DOT expressed an interest in being lead agency.

MR. RAAB: I think the question here is that better get

a letter out there so that we know they won't respond or don't respond or I get them to sign off on it before we close out SEQRA at the next meeting, if the board so chooses to do so.

MR. PETRO: That's what I suggested, send them a letter and see what happens, let's not make a problem before we have it.

MR. EDSALL: So we'll send a letter out tomorrow and hope we get a speedy answer.

MR. PETRO: Very good. That's it? Thank you. Motion to adjourn?

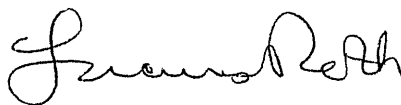
MR. LANDER: So moved.

MR. ARGENIO: Second it.

ROLL CALL

MR. ARGENIO	AYE
MR. BRESNAN	AYE
MR. LANDER	AYE
MR. PETRO	AYE

Respectfully Submitted By:



Frances Roth
Stenographer

12/22/99

PUBLIC HEARING:

FOAM & WASH CAR WAS SITE PLAN (99-15)

Mr. James Raab appeared before the board for this proposal.

MR. PETRO: This is a public hearing. The board will review it first, at such time we deem necessary, we'll open it up.

MR. RAAB: Mr. Chairman, my name is Jim Raab, I'm here to represent the Barights. What we wish to do is because of the lateness in response from the DOT, a few changes have to be made in the map. Mark and I discussed this and we believe that it would be improper to show the plan that we presently have tonight and we wish to hold this over to the December meeting and when we can present the revised plan which the DOT will accept.

MR. PETRO: Okay, so what we're going to do is in essence, we're going to table the public hearing until that meeting.

MR. EDSALL: You're going to open it up and leave it open.

MR. KRIEGER: You should have a motion to table.

MR. LANDER: So moved.

MR. LUCAS: Second it.

MR. PETRO: What we'll do at this time, I'm going to open the public hearing for the Foam and Wash Car Wash site plan on Route 32. On the fifth day of November, 1999, ten addressed envelopes containing attached notice of public hearing did go out. At this time, the public hearing is open. Is there anyone here that would like to speak on behalf of this application? Let the minutes reflect that there's no one here for the public hearing, but what we're going to do is we're going to still take a motion to table the public hearing at the applicant's request and under advisement

of the engineer of the planning board to table it to the next available meeting. Can I have a motion to this effect?

MR. LUCAS: So moved.

MR. LANDER: Second it.

MR. PETRO: Motion has been made and seconded that the New Windsor Planning Board table the public hearing for the Foam and Wash Car Wash site plan on Route 32. Is there any further discussion, to the next available meeting?

MR. ARGENIO: Jim, is the applicant required to send notices out a second time?

MR. KRIEGER: No, no, he's not, that was the reason for opening the meeting now and tabling after it's open to avoid that.

MR. PETRO: Right, it's been seconded. Is there any further discussion from the board members? If not, roll call.

ROLL CALL

MR. ARGENIO	AYE
MR. LANDER	AYE
MR. PETRO	AYE

MR. PETRO: This will be tabled and we'll review at the next available meeting.



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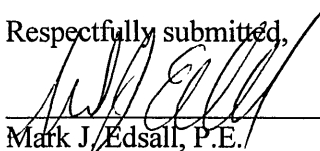
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OCTOBER 1999 PLANNING BOARD MEETINGS. THE
APPLICATION IS SCHEDULED FOR A PUBLIC HEARING AT THIS
MEETING.

1. I have very recently been contacted by Tom Myer of the New York State Department of Transportation, Poughkeepsie Regional office, with regard to this application. Apparently, modifications will be made to the traffic flow of this site and it is likely that the Route 32 curb cut will be closed. Resultant from these changes, both internal layout and curb cuts of the plan will need to be revised and will require subsequent review from both NYSDOT and the Town Highway Superintendent. As such, the latest plan submitted to the Board, with revision date 4 Nov. 1999, is outdated.

Based on the above, in a discussion with the Applicant's Engineering Consultant, we have agreed that it is appropriate that the Public Hearing be opened and the above explanation be given, at which time the Planning Board could continue the Public Hearing (leaving same open) for a subsequent meeting.

If the Board has any questions with regard to the above, I will be pleased to discuss same during the meeting.

Respectfully submitted,



Mark J. Edsall, P.E.
Planning Board Engineer
MJEmk
A:FOAM-WASH2.mk

FOAM & WASH SITE PLAN (99-15)

Mr. James Raab of Vincent Doce & Associates, Mr. Todd Baright and Mr. Gary Baright appeared before the board for this proposal.

MR. RAAB: Basically, while we're getting the stuff set up on the board, Barights were before your board I believe about three or four weeks ago and we went to the ZBA for a couple of area variances and sign variance which they received from the ZBA and we're back now to basically see what the board's latest comments are on the latest plans submitted.

MR. PETRO: All right, this application proposes expansion of the existing car wash facility to include the adjoining Perkin's Restaurant site with the construction of a new car wash and maintenance facility. This plan was previously reviewed at the 26 May, 1999 planning board meeting.

MR. EDSALL: Jim--

MR. PETRO: I remember one item that we were talking about was that when you exited the building, that the people couldn't make a right-hand turn, keep the flow, and I see they have added a couple traffic control posts.

MR. G. BARIGHT: Yeah, the new site plan shows some lining, striping.

MR. PETRO: They would be removable posts, so an emergency vehicle can go in.

MR. G. BARIGHT: They can drive over them. They have springs in the bottom, 99 percent of people don't know that.

MR. PETRO: Emergency vehicles would know it, though. Let me see your plans, it's slightly different than mine, well, the yellow area's different.

MR. G. BARIGHT: I just put it on an angle.

MR. PETRO: Is that the only change?

MR. G. BARIGHT: Yes.

MR. LANDER: Building 3, that's already there?

MR. G. BARIGHT: Building 3 is proposed oil change center, that's a parking lot now.

MR. LANDER: You're moving existing building as shown?

MR. G. BARIGHT: Existing, this is the old property line, this is the existing car wash here, been there since the '60's, you enter here for the automatic car wash and you exit either this way or this way. This is the existing Perkin's building. This is the parking, this is, this shows the landscaping and the curb cuts that are there now, you can enter and exit off 32 and 94 and three places you can exit. We proposed, shows a lot more landscaping, there's ten feet of landscaping along the side here, this is all blacktopped with parking, going to be a landscaped area, going to have landscaping here and over here, an island in the middle.

MR. LANDER: Also eliminating one of your curb cuts?

MR. G. BARIGHT: We're eliminating one curb cut, that's an exit and the other curb cuts now you can enter and exit off 32, now it will be exit only and exit only off 94. The only way you'll be able to enter the property will be through Old Temple Hill Road. So it alleviates anybody, nobody will enter off here or here. There's a light here and turning lane here.

MR. RAAB: I should mention based on going through Mr. Edsall's comments is that they, we've had a preliminary meeting with the DOT and this is going to be probably decided by Poughkeepsie whether it will be one or two entrances. They are leaving it up to them. Bill Elgie doesn't have a problem with the two entrances and exits staying but--

MR. PETRO: Aren't they existing already?

MR. RAAB: Yes.

MR. G. BARIGHT: You can come in and out of both, we're making them exit only, we're eliminating the one over here which is closer to the intersection.

MR. RAAB: That's why Bill thinks no problem.

MR. PETRO: Let's talk about the staging a little bit. How are you going to keep the staging separate? You have some people coming into the existing bays now and then you have new people going in, let's say it gets real crowded, you're going to have another row, just two separate?

MR. G. BARIGHT: Right now, the existing car wash is right here. When we pre-sell, it's about in this area and they enter here. Now, the entrance to the car wash is another, about another seven or eight cars at least, if not more. And what we'll do in the wintertime is double them up in this area. We already have plenty of stacking here as far as getting them in, we'll have some lines painted, people will be able to figure it out. You're talking about these two?

MR. PETRO: If you're going to paint the lines, they should be on the site plan, show us really how you're going to stage the two separately and probably all the way to the in only, all the way over should be a separate route.

MR. RAAB: Excuse me, I just think there should be probably separate staging plan showing how the, an overlay so you can see each individual one, this car wash, car wash and the lube operation and maybe some alternate method when one is busier than the other.

MR. PETRO: Because we all know we have been there on a nice spring day or something and you're talking about seven or eight cars, that's nowhere near what you're expecting or you're going to get. I've seen them all the way out to the bank. I know that you gained a little because you have that extra loop there and it's better than it was, but you're still going to have a lot of cars.

MR. ARGENIO: Did the State offer any commentary on directional signs?

MR. RAAB: Not yet.

MR. G. BARIGHT: They talked about do not enter signs here and here, which we have on the plan.

MR. LANDER: Has this been to Poughkeepsie yet?

MR. RAAB: No.

MR. G. BARIGHT: That's something we can add here would be a line coming back in this area.

MR. PETRO: Another thing I don't see is and I see some of it on yours, okay, it's actual parking for building number 3, the new building, where is your parking?

MR. G. BARIGHT: Well, this is the, there's really no customer parking because most people would come in, get an oil change or car work, they get out of the car somewhere in this area and they go in the waiting room. When they are done, the car sits here. Anybody needs to park, there's additional parking here.

MR. PETRO: Well, I think you still need to take the square footage of the three buildings and come up with an idea, you must have some.

MR. G. BARIGHT: We discussed this last time, there wasn't any parking requirements because everybody is in their car.

MR. PETRO: How about employee parking?

MR. G. BARIGHT: This is self-serve, there's no employees here. This is exterior car wash only, there's two employees to run and over here would have minimum employees which we figure this is plenty for everything cause all the customers can park in all the vacuum areas. The only time they are parking would be when they are detailing their cars at the end.

MR. LANDER: There's no requirement.

MR. ARGENIO: If they are parked for too long, you'd want to run them out, I would imagine.

MR. G. BARIGHT: They do park, this is really a parking spot where you pull the car out to here before they get back into it really they are parking here because they are waiting and parking over here cause they are waiting to leave.

MR. PETRO: How many parking spaces are required by law?

MR. EDSALL: There is no requirement in the code, so realistically, I agree with you, you have to have spaces for employees. But we agreed at the workshop that given the specific use and the fact that the code doesn't address it, my recommendation was that anybody who comes here is going to be here for one of four reasons, to work, which we have given them a place to park to get their car worked on, oil changed or have the car vacuumed out and there's a place to put your car for each of those uses, if you're here just to loiter, I'm sure they are going to throw you off the site because there's really no other reason to come to the site, other than to have something done to your car and you'd take the car to the location where the work's done. If you think there should be more spaces, maybe come up with a, what you think is an appropriate number and try to fit it in the site. But I don't know that we can apply a per square foot value because there's no such number in the code. I wouldn't know what to tell you.

MR. PETRO: I'd like to see something for building number 3, how about when I come in and ask you how much an oil and lube is, where am I going to park? How about in the front?

MR. T. BARIGHT: We can easily add parking over on this side where you pull up and park here.

MR. EDSALL: How many employees do you have? Because in the workshop, they told us there was a couple extra

spaces in the row anticipating anybody stopping in asking a question, how many employees at full operation would you have here?

MR. G. BARIGHT: Well, we figure it would be about seven here would be like a busy Saturday in the oil change center.

MR. EDSALL: Well, if that's the case, you only have seven spaces for customers or for employees total, so then--

MR. PETRO: Try to fit a couple more around the building number 3 somehow.

MR. G. BARIGHT: We can put some over here.

MR. PETRO: You need 25 foot backout also once you have your 19 foot space so it's--but you also have, this is why I think Mr. Raab you had mentioned an overlay of a flow of traffic might be important on the site because if you put those spots there and as you come in now and you go through the tunnels, that's the flow of traffic through there. So how would you back out if you have cars in a line there, if you park in front of building number 3, where you're talking about now you have a line of cars waiting to go in the first tunnel there, how would you get out?

MR. RAAB: There's sufficient backup room I think that should be shown, I think you're right.

MR. ARGENIO: What's the square thing off the corner of the building? It's not shown on your plan, but it's shown on our plan, the existing, don't even go up there, the existing--

MR. LANDER: Six bay wash.

MR. ARGENIO: Yes, what's the little square thing on the left-hand corner?

MR. EDSALL: It's a light fixture.

MR. ARGENIO: In the absence of the light fixture,

looks like there's about 40 feet from the basic curb to the corner of the building, so there's most definitely room for a few spots.

MR. RAAB: We need 300 square feet, you know, 30 by 10 space, even with a single line for a parking space, so that should be sufficient.

MR. PETRO: Well, it's 19 x 9 with a 25 foot backout is what's required, I'd like to see a couple extra spots, maybe on the 94 side. Also down by the planter in the corner, you can redesign that planter and get a spot or two in there down on the 94 side all the way down by the convenient store right in there. I don't know, I mean, just giving you an idea. But I think seven spots for this entire site is folly.

MR. EDSALL: Jim, maybe what we can do, can you establish a number of spaces over the employee count that you would think is appropriate so we have something to tell them?

MR. PETRO: He's telling us seven here, possibly two in the automatic and there's another, so that's three, so ten spots, so you need ten and I would suggest a couple for somebody just coming to get a price on a car lube.

MR. LANDER: Oil and lube, probably need three.

MR. PETRO: So, I would say 12 or 13 spots should be somewhere in that range, Mark?

MR. EDSALL: Okay.

MR. PETRO: Okay, Mark, what other outstanding comments on the engineering do you have that you want to get out now? I know you gave the comments to Mr. Raab, he's going to go over them.

MR. EDSALL: 2A, just saying that we really need to know from the plan where curb's existing and where you're proposing them, because that's part of the site improvement bond estimate and we need to know that it will be complete, once you install what's proposed and really doesn't give us a lot of information about

what's existing in the state right-of-way or on the back side of the state curb islands.

MR. RAAB: Some kind of differential.

MR. EDSALL: Just so we know that it's continuous and where you have to install the new ones.

MR. RAAB: Maybe even a number.

MR. EDSALL: Just so that the plan would be complete. Traffic flow, you've touched on that, which is really what my concern was, so you've gotten into that. DOT's looking at the reconfiguration of the exits and I guess entrance would be off the town road. There's a catch basin shown in front of the new lube shop, but we have no indication on where it's tied in and that there's an adequate pipe to tie into. So just make sure that the on-site drainage plan is complete so we know that we won't end up with a ponding problem. My suggestion is in addition to the striping for the staging, Jim was maybe to have some type of sign indication as to even if it's on this island that protrudes from where the sales booth is to point you to say that to the right, you stage for the car wash, to the left, you stage for lube service. Obviously, once you're here a couple times, you'll know. But for the first time customer, it will avoid some havoc with people going diagonally across the site. Lighting, I think the lighting numbers don't look bad, but I just wanted to point the board's attention to the fact that on the third sheet, lighting fixtures B and C are flood light type angled spots which the board has in the past been very concerned about splash over into adjoining properties and roads and any glaring into the roadways.

MR. RAAB: Is there a fixture that the board recommends?

MR. EDSALL: Type A, which is a downcast, usually a cutoff type fixture is more palatable for avoiding washout onto the neighboring roadways and properties so if Type B and C is the type used out on 17K for the car sales display areas, they tend to create quite a glare, so you may want to advise them on that, Mr. Chairman.

And my last comments, just landscaping plan, obviously, it's a lot more than what's there now, it looks fairly complete, but I want to make sure that you looked at it and if you have comments, bring it up.

MR. PETRO: I do have one. It would help us, go back to building number 3, your new building, where the car is driving into the building, coming north there see cars, that island right there, come down a little bit, that island, the configuration I think you'd be better without it, in my opinion, I think you have a very busy lot, you have a, the land is very valuable there and unless that's serving a major purpose for a flow of traffic, I would remove that, and you utilize that for parking.

MR. LANDER: What are the two rectangular shapes?

MR. G. BARIGHT: Benches.

MR. PETRO: You can still use the benches but put them along the building instead.

MR. RAAB: I think they were trying to dress it up, improve it.

MR. PETRO: That's great, if you really had ample land, but being this is so tight here, I just see the bump sticking out when you're plowing snow. But aside from that, that's a perfect spot, see where your door swings out, you can leave the curb line and remove the island and put parking, if you have the proper backout. Why was that spot with that island?

MR. LANDER: That's where people were going to sit outside when it's nice weather waiting for their car to get done.

MR. PETRO: It's very nice and I understand that, but you can utilize it better for parking which you don't have, but it's just an idea, that's all. You're going to give us a flow of traffic design or show us on the map either way one way or the other, show that with arrows and signage, actually draw the lines how the cars are going to flow.

MR. LANDER: One question, building 3, what's that going to be made out of, masonry, or do we know yet?

MR. T. BARIGHT: Most of the building is Sto from 40 inches up, it's a metal building but it is designed not to look like metal.

MR. PETRO: Like Rite-Aid.

MR. G. BARIGHT: Block along the bottom, this is all Sto and tin fascia.

MR. LANDER: Dumpster enclosure, what's that going to be made out of, cause that's right out in the middle.

MR. G. BARIGHT: Pressure treated, like decking boards.

MR. LANDER: You need something.

MR. PETRO: Where is it?

MR. LANDER: Right above building 3 on the left.

MR. PETRO: It's in the ten foot area.

MR. LANDER: How big is the enclosure?

MR. PETRO: Looks like eight foot by twelve.

MR. LANDER: Two dumpsters in there.

MR. T. BARIGHT: One is usually on this side and one here.

MR. LANDER: Because you're going to be out in the open with the dumpster.

MR. G. BARIGHT: It will look nice.

MR. PETRO: Do you have Mark's comments, technical ones, such as showing the existing curbs and the line of traffic, we discussed the lighting plan, you're going to go over that, make sure Mark's agrees with that and give us five more parking spots somewhere.

MR. RAAB: You got it.

MR. PETRO: Other than that, we'll hear back from DOT and looks like you'll be on your way.

MR. G. BARIGHT: One of the other things we didn't discuss too much now when the exit here right out into this, there's not much exit room where you have the lot now and there's a lot more vacuum area, so it's a lot more user friendly, lot more safer.

MR. PETRO: Are you planning on working the building this year or do you think it's going to go into the spring now?

MR. T. BARIGHT: Continue into the spring, we'd like to start the car wash and then we can be inside the building.

MR. PETRO: Reason I'm asking you is because we're probably going to schedule a public hearing but I'd like to see the plan a little more advanced in the review of the plan, unless you think we can do it at the public hearing meeting, if you want to schedule one.

MR. EDSALL: I think there's plenty of information here, as long as they add these couple things we ask for, you'd be ready for a public hearing.

MR. PETRO: Traffic flow is very important, that's what people are going to want to know about.

MR. EDSALL: If they add what you have asked for, it would really be complete.

MR. PETRO: We'd review it again at the public hearing, we should really know back from DOT by that time we can schedule a public hearing, I guess. Did we take lead agency? Motion to take lead agency.

MR. LANDER: So moved.

MR. ARGENIO: Second it.

MR. PETRO: Motion has been made and seconded that the New Windsor Planning Board take lead agency for the Foam and Wash site plan on 94 and 32. Is there any further discussion from the board members? If not, roll call.

ROLL CALL

MR. ARGENIO	AYE
MR. BRESNAN	AYE
MR. LANDER	AYE
MR. PETRO	AYE

MR. PETRO: Motion to schedule a public hearing.

MR. ARGENIO: So moved.

MR. LANDER: Second it.

MR. PETRO: Motion has been made and seconded that the New Windsor Planning Board schedule a public hearing for the Foam and Wash site plan on 94 and 32. Is there any further discussion from the board members? If not, roll call.

ROLL CALL

MR. ARGENIO	AYE
MR. BRESNAN	AYE
MR. LANDER	AYE
MR. PETRO	AYE

MR. LANDER: The vacuum islands, would they be considered parking spots? I'm just looking here, I see a car parked next to the new vacuum island.

MR. PETRO: I think he has room, though, Ron, if you take the island out on the 94 corner, they've got that whole ten feet there to do something.

MR. RAAB: I think the Chairman's point is well taken, that there should be some kind of parking because that is really the only business, it's not a car wash business there so maybe somebody is picking somebody

else up, so there's some place to park a car.

MR. PETRO: May stop and schedule an appointment, where am I going to park?

MR. EDSALL: Jim, just so we have them understand the November schedule, you want to have something back from DOT before public hearing?

MR. PETRO: Not necessarily, I thought it would be nice.

MR. EDSALL: No, just so they understand that in November, there's only one meeting, there's not two, it's on 17 of November there's only one and it's instead of being as it's normally second and fourth Wednesday, it's on the third Wednesday, so kind of gives you an extra week, but if you miss that one, you have to wait until December.

MR. RAAB: We'd like to be on that one and if the board, if it's satisfactory to the board, can we get something just preliminary?

MR. PETRO: Get a verbal from Bill Elgie, so you can tell us you kind of did that tonight and I agree with you, because I think no matter what you have eliminated one of the headaches, so it's better than it is.

MR. G. BARIGHT: He loved it.

MR. PETRO: So you can present that, but if you have a verbal or something, just a note.

MR. EDSALL: Even if you ask Bill to give me a phone call, he's done that in the past to let me know where he stands.

MR. PETRO: We can schedule it for the 17th of November.

MR. BABCOCK: The applicant for Foam and Wash just talked to me about taking out some material that's in Perkin's to get ready for the car wash, you know, kitchen equipment and stuff like that.

MR. PETRO: It's in the building.

MR. T. BARIGHT: I need to pull the concrete floor out.

MR. PETRO: Your building, you want to take the floor out, I don't see anything as long as the building department--do you have a demolition permit?

MR. T. BARIGHT: No.

MR. PETRO: So issue that.

MR. BABCOCK: I just wanted to check with the board.

MR. PETRO: Anybody disagree?

MR. LANDER: No.

MR. ARGENIO: No.



McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

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WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.
JAMES M. FARR, P.E.

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and PENNSYLVANIA

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TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS

REVIEW NAME: FOAM AND WASH SITE PLAN
PROJECT LOCATION: NYS ROUTES 94 AND 32 AND OLD TEMPLE HILL ROAD
SECTION 69-BLOCK 3-LOT 2
PROJECT NUMBER: 99-15
DATE: 27 OCTOBER 1999
DESCRIPTION: THE APPLICATION PROPOSES THE EXPANSION OF THE
EXISTING CAR WASH FACILITY TO INCLUDE THE
ADJOINING PERKINS RESTAURANT SITE, WITH THE
CONSTRUCTION OF A NEW CAR WASH AND
MAINTENANCE FACILITY. THE PLAN WAS PREVIOUSLY
REVIEWED AT THE 26 MAY 1999 PLANNING BOARD
MEETING.

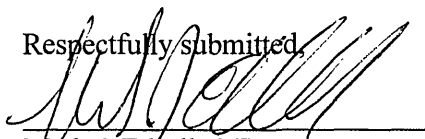
1. This application was previously forwarded to the Zoning Board of appeals for necessary side yard and height variances for Building No. 3. It is my understanding that the Applicant has received the necessary variances, as well as some sign variances. These variances have been noted on the latest plans submitted.
2. This is the first submittal back to the Planning Board following the ZBA referral. As such, I performed a concept review of the overall site plan drawings, and have the following comments to the Board:
 - a. The plan is unclear as to the location of existing concrete curbs in the State right-of-way and proposed and existing concrete curbs within the site. This should be made absolutely clear on the subsequent plans submitted.
 - b. The Board should review the traffic flow configuration for the site. If the Board finds same acceptable, I would suggest the addition of some NYSDOT conforming one-way signs at the various curb cuts.
 - c. The plan should be referred to the NYSDOT for review and comment.

**TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS
PAGE 2**

REVIEW NAME: FOAM AND WASH SITE PLAN
PROJECT LOCATION: NYS ROUTES 94 AND 32 AND OLD TEMPLE HILL ROAD
SECTION 69-BLOCK 3-LOT 2
PROJECT NUMBER: 99-15
DATE: 27 OCTOBER 1999

- d. The plan includes a proposed catch basin near the oil/lube shop. No piping is shown, nor any method of connection to the existing system.
 - e. Some interior directional/information signs may be appropriate interior to the site. One such example is a sign indicating the entrance and stacking lane area for the car wash and the oil/lube shop.
 - f. I am concerned with regard to the flood light type light fixtures (Unit Types B and C) shown on the lighting plan F-3. Will these fixtures cause glare to adjoining properties and adjoining roadways?
 - g. The Applicant has submitted a landscaping/sign plan (Drawing S-2). The Board may wish to review same and provide any appropriate comments.
3. The Planning Board may wish to assume the position of **Lead Agency** under the SEQRA process.
4. The Planning Board should determine, for the record, if a **Public Hearing** will be necessary for his **Site Plan**, per its discretionary judgement under Paragraph 48-19.C of the Town Zoning Local Law.
5. At such time that the Planning Board has made further review of this application, **further engineering reviews** and comments will be made, as deemed necessary by the Board.

Respectfully submitted,


Mark J. Edsall, P.E.
Planning Board Engineer
MJE mk
A:FOAM-WASH.mk

RESULTS OF P. MEETING OF: November 17, 1999

PROJECT: Foam & Wash S.P. P.B.# 99-15

LEAD AGENCY:

NEGATIVE DEC:

1. AUTHORIZE COORD LETTER: Y__ N__

M)__ S)__ VOTE: A__ N__

2. TAKE LEAD AGENCY: Y__ N__

CARRIED: YES__ NO__

M)__ S)__ VOTE: A__ N__

CARRIED: YES__ NO__

WAIVE PUBLIC HEARING: M)__ S)__ VOTE: A__ N__ WAIVED: Y__ N__

SCHEDULE P.H. Y__ N__

SEND TO O.C. PLANNING: Y__

SEND TO DEPT. OF TRANSPORTATION: Y__

REFER TO Z.B.A.: M)__ S)__ VOTE: A__ N__

RETURN TO WORK SHOP: YES__ NO__

APPROVAL:

M)__ S)__ VOTE: A__ N__ APPROVED: _____

M)__ S)__ VOTE: A__ N__ APPROVED CONDITIONALLY: _____

NEED NEW PLANS: Y__ N__

DISCUSSION/APPROVAL CONDITIONS:

Tabled at Applicant's request	
LN	LU
4 Ayes	
0 Nays	

AFFIMAIL.PLB - DISC#1 P.3.



Town of New Windsor

555 Union Avenue
New Windsor, New York 12553
Telephone: (914) 563-4631
Fax: (914) 563-4693

Assessors Office

November 3, 1999

Baright Enterprise
Box 255
Red Hook, NY 12571

RE: 69-3-2

Dear Mr. Baright:

According to our records, the attached list of property owners are abutting to the above referenced property.

The charge for this service is \$25.00.

Please remit the balance to the Town Clerk's office.

Sincerely,

Leslie Cook
Leslie Cook
Sole Assessor

/jff
Attachments

Cc: Myra Mason, PB

TGS Associates
RD 3 Box 255
Red Hook, NY 12571

Hughes, Terry Scott
18 Ellison Drive
New Windsor, NY 12553

Mans Brothers Realty Inc.
P.O. Box 247
Vails Gate, NY 12584

Gregory P. Greer
P.O. Box 212
Shields Rd.
Cornwall, NY 12518

Norstar Bank of Upstate N.Y.
Facilities Management
P.O. Box 911
Newburgh, NY 12550

11/1/99

TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553

REQUEST FOR NOTIFICATION LIST

DATE: 11-1-99



1763

NAME: Bright Enterprises

TELE: (914) 474-6528 (Gary Bright)

ADDRESS: Box 255

Red Hook, N.Y. 12571

TAX MAP NUMBER: SEC. 69, BLOCK 3, LOT 2
SEC. _____, BLOCK _____, LOT _____
SEC. _____, BLOCK _____, LOT _____

PUBLIC HEARING DATE (IF KNOWN): _____

THIS PUBLIC HEARING IS BEING REQUESTED BY:

NEW WINDSOR PLANNING BOARD:

SITE PLAN & SUBDIVISIONS:

(LIST WILL CONSIST OF ABUTTING
PROPERTY OWNERS AND ACROSS ANY STREET)

☒
YES

SPECIAL PERMIT ONLY:

(LIST WILL CONSIST OF ALL PROPERTY
OWNERS WITHIN 500 FEET)

YES

AGRICULTURAL DISTRICT:

(LIST WILL CONSIST OF ALL PROPERTY OWNERS
WITHIN THE AG DIST. WHICH IS WITHIN 500'
OF SITE PLAN OR SUBDIVISION PROJECT)

YES

NEW WINDSOR ZONING BOARD:

(LIST WILL CONSIST OF ALL PROPERTY
OWNERS WITHIN 500 FEET)

YES

AMOUNT OF DEPOSIT \$ _____ TOTAL CHARGE \$ _____

RESULTS OF P.B. MEETING OF: October 1999

PROJECT: Team & Wash Car Wash P.B.# 99-15

LEAD AGENCY:

NEGATIVE DEC:

1. AUTHORIZE COORD LETTER: Y__ N__

M)___ S)___ VOTE: A__ N__

2. TAKE LEAD AGENCY: Y ☒ N__

CARRIED: YES__ NO__

M) W S) A VOTE: A 4 N 0

CARRIED: YES ☒ NO__

WAIVE PUBLIC HEARING: M) A S) W VOTE: A 4 N 0 WAIVED: Y__ N ☒

SCHEDULE P.H. Y ☒ N__

SEND TO O.C. PLANNING: Y__

SEND TO DEPT. OF TRANSPORTATION: Y__

REFER TO Z.B.A.: M)___ S)___ VOTE: A__ N__

RETURN TO WORK SHOP: YES__ NO__

APPROVAL:

M)___ S)___ VOTE: A__ N__ APPROVED: _____

M)___ S)___ VOTE: A__ N__ APPROVED CONDITIONALLY: _____

NEED NEW PLANS: Y__ N__

DISCUSSION/APPROVAL CONDITIONS:

<u>Put staging lines on plans</u>
<u>Add more parking spaces for Bldg #3</u>
<u>Need 12 or 13 parking spots</u>
<u>Mark's comments of 10/27/99</u>
<u>Revise plans then schedule P.H.</u>
<u>send to D.O.T. Need answer from D.O.T.</u>



McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

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WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.
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PLANNING BOARD WORK SESSION
RECORD OF APPEARANCE

TOWN/VILLAGE OF NEW Windsor P/B # 99-15

WORK SESSION DATE: 6 OCT 99

APPLICANT RESUB.
REQUIRED:

REAPPEARANCE AT W/S REQUESTED: No

new plans.

PROJECT NAME: Fram & Wash

PROJECT STATUS: NEW _____ OLD X

REPRESENTATIVE PRESENT: _____

MUNIC REPS PRESENT: BLDG INSP. _____
FIRE INSP. Rich
ENGINEER X
PLANNER _____
P/B CHMN. _____
OTHER (Specify) _____

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

- Landscaping plan/lighting/Sign
call out grass or mulched areas.
- drainage slightly less impervious area - no improvements proposed
- wheelstop @ bldg?
- delineator at wash exit?
- Or pkg detail -
- call out date details of variances
- DOT - rec they go to Nbg - Dixon
- loc plan: notes/bounds.
- call out existing curb cut to be removed.

CLOSING STATUS

- approval box _____ Set for agenda
_____ possible agenda item
_____ Discussion item for agenda
_____ ZBA referral on agenda

pbwsform 10MJ98

need plans tomorrow for next weeks agenda

TGS ASSOCIATES INC.

MR. TORLEY: Request for 20 ft. side yard and 11 ft. 0 in. maximum building height for new construction, plus variation of Section 48-18 Supplemental Sign Regulations to permit two additional freestanding signs and 4 ft. 2 in. sign height for same, 500 s.f. variance total of all signs and 5 ft. height variance for facade sign at Foam & Wash Car Wash (formerly Purple Parlor) located at 5 Old Temple Hill Road in C zone.

Mr. James Raab, Mr. Todd Baright and Mr. Gary Baright appeared before the board for this proposal.

MR. TORLEY: Is there anyone in the audience that wants to speak on this one? I'll give you a chance later. Okay.

MR. RAAB: My name is Jim Raab, I'm with the engineering firm of Vincent J. Doce Associates. I'm here to assist them in their presentation. What I have here before the board right now is a representation of the, what the site looks like right now, two existing buildings, an existing car wash building and almost all of the rest of this, I shouldn't say all the rest of this is black top here. What's proposed is to convert the existing Perkin's Restaurant to an automatic car wash.

MR. TORLEY: Make a request of you when you finish with one of your boards, can you set it backwards so the audience can see it?

MR. RAAB: Sure. What we propose is that as I said conversion of the Perkin's building, Perkin's Restaurant into an automatic car wash and in addition, oil and lube shop approximately 4,261 square feet here, this is where we are requesting a variance of ten foot side yard and I believe it's 19 foot high building which will require a variance of 11 feet for the building line due to the side yard request. Those are the area variances there, okay. The existing building that we're proposing will look like this. That's the proposed oil and lube building that's proposed for the site. Now, to get to, I'll let the Baright brothers

discuss the inner workings of this, but basically, what we're proposing here is proposed building already existing building, enhance landscaping all through the site and decrease in the impervious surface. What we're adding is almost 5,000 square foot of landscaping for this to the site now which of course we're adding building in here but that's already blacktopped, so what we're adding is additional landscaping through the entire site. This shop here, why we need it here is because we need, it allows us to have the proper paving for both the automatic car wash and the oil and lube along with the automatic bays, self service bays here. Compared to the other side yards in the neighborhood, Dairy Mart across the street, the services here, these existing building over here now I know that those existing buildings predate zoning, but they are in the character of the neighborhood and that's not affected by the fact that this is only ten foot off the line. The physical conditions will be improved, proposed side yard oil shop providing more adequate stacking as I just mentioned and good traffic flow throughout the entire site. Environmental conditions, as I stated before, are improved because we're cutting down on the impervious surface by almost 5,000 square feet. The practical difficulty that is for which we're requesting relief by these variances is caused by a need to provide the site with the proper amount of stacking for both oil and lube shop and automatic car wash and the number of bays. Now, that takes care of those variances. Do we want to go through one at a time or go right to the signs?

MR. TORLEY: Why don't you make a presentation for all of them, unless the board has a different feeling.

MR. KANE: That's fine with me.

MR. RAAB: Okay, and basically, what the, what we're looking for here is that there was an existing Perkins sign on the corner, there's an existing sign here that we want to move to here to an island and provide a sign out here for on 94, there's also an existing one there also and that totals over 500 square feet of signs here, here and here, but we're reducing the signage by approximately 80 to 100 square feet by taking away the

parking signs that were in here, the reader board sign that was here and, an existing building sign that was on this building here, so it actually ends up balancing so we're looking for an additional approximately 375 square feet of signage from what's already there.

MR. REIS: There's going to be one freestanding sign.

MR. RAAB: Three, one here where Perkin's used to be, one here okay, which is actually being moved from here to here and a sign here which already exists.

MR. KANE: Crux of the problem I have right here is the third sign on Temple Hill Road, is that one really necessary, the freestanding, you're allowed one, we're allowed one, but if you, I guess the book says you can have two if you have two entrances on two separate roads that kind of allows us two, there's three there now.

MR. KANE: Going with the new sign we're just trying to cut down as much as we can and you're hitting the two main highways, I'm asking if the Temple Hill Road one, if you feel that's necessary?

MR. TORLEY: They are, all three signs are the same size and each of the signs exceeds the sign height?

MR. T. BARIGHT: Right, that's to keep them off the ground so people can't change them.

MR. KANE: Is there a way to minimize that?

MR. G. BARIGHT: No, I know you're allowed two signs on two different roads and you're also allowed a directional sign which will be this sign which could be a smaller, I know it could be something, I mean, we can definitely--

MR. TORLEY: Mike, is there an established area for directional signs, do we have that in the code?

MR. BABCOCK: No, basically, we go by what the DOT Regulations are as far as the size of the sign, you mean.

MR. TORLEY: Same size as a stop sign.

MR. BABCOCK: It's a directional sign which DOT--

MR. RAAB: Would you be receptive to half the square footage?

MR. KANE: On the one on Temple Hill Road.

MR. TORLEY: Tell me how you're going to make it half.

MR. RAAB: Cut down the size 4 foot 6, probably go to 2 foot 3, and then the oil change express, shrink that, we can get it all down, you can cut that down.

MR. KRIEGER: Oil change express are same or separate businesses?

MR. BABCOCK: No, it's per lot, that's where the problem is.

MR. G. BARIGHT: This is a separate business and car wash is separate, they have a manager, manager of the car wash, manager of the bays, manager of the lube.

MR. BABCOCK: Mr. Chairman, what the new ordinance says you're allowed one freestanding sign per lot, if they were to go to the planning board, which may be difficult to do, but, and subdivide it so that each building was on a separate lot, then they would be allowed to have three signs, Perkin's had their own sign because they are on their own lot, they had their own sign. What I'm saying is that the whole theory of them having three signs is for the three different businesses, basically, they want to put all three businesses on each sign, but it's three businesses on one lot.

MR. KANE: I think to cut down on Temple Hill Road is a good concession.

MR. G. BARIGHT: Yeah, we can do that.

MR. TORLEY: Tell me again why you had to exceed the

sign height on the other two signs?

MR. G. BARIGHT: With the three different things, changeable copy, you want it up so people can't change it.

MR. KRIEGER: For the safety of the motorists.

MR. BARIGHT: Just for viewing, if you're coming down the road here or pulling out you'd be able to.

MR. KANE: Compared to the Perkin's sign that's out there now, what's the height?

MR. RAAB: Perkin's sign, it's not out there anymore, but if I recall correctly, going from the one in Newburgh still the Perkin's sign was higher, was higher and it was not as much square footage but it's close, a lot closer.

MR. G. BARIGHT: Part of the reason of the height we had to start from down here to get it, if we make it shorter then it moves down lower.

MR. TORLEY: Yeah, but if you shrank it, you're asking for five feet sign height?

MR. G. BARIGHT: 4 foot 2.

MR. TORLEY: Mine says 5.

MR. RAAB: Yes, this is ingress only here, we're entering only so this sign could come down because you're not parked next to that sign trying to look up and down the road.

MR. TORLEY: Now, my recollection is, speaking of entrances, is that you had the same number of road cuts as before?

MR. G. BARIGHT: Let's go through that, that's on this one here. This is the existing, the way it is now, on Route 94 right, now you can actually go in and out of this curb cut here and you can go in and out when you go, go into Perkin's, this one here, was an entrance

and exit, this one here was an exit only, this was an entrance for us, this is an entrance and exit for us, mostly for Perkin's, this is entrance and exit also so you could go through here. You can come in here and pretty much do whatever you wanted to.

MR. T. BARIGHT: So what we end up with ingress egress in and out in and out exit, there's a lot of places where you can come in and out, what we have done is only place, you'll enter this property which has been the number one entrance location since the '60's but everyone will enter right here.

MR. G. BARIGHT: We're eliminating the curb cut existing now, we're going to be eliminating that which is closest to the intersection that will be removed these two here, one is exit only, so I won't be able to enter here, it will be do not enter signs here and this one here, which is another one will be an exit only, so you would be able to come in here also.

MR. KANE: So, your entrances are on the same street and exit only onto the main roads?

MR. RAAB: Yes.

MR. TORLEY: Therefore, this plan would increase traffic safety in the area?

MR. RAAB: Yes.

MR. G. BARIGHT: Part of it is the stacking which right now, if you are familiar with the car wash, the building is right here, when you come in, if we're pre-selling in the winter, we're selling right here so you can only stack four cars before you go to the road, by moving it closer to the side yard, this is the pre-sell booth which the automatic entrance is right here, so we'll have a lot more stacking and then the entrance to the car wash is over here, so it gives us all this stacking here and then the entrance to the automatic is right here, closer to the road, it sticks out a little bit so when you come out, the drip off space is not on the lot now when you exit the car wash, you have to make a 90 degree left-hand turn and you

have a lot of drip off space here, which is better.

MR. TORLEY: Gentlemen, at this point, I wanted to open this to the public. As part of that, I have a letter I wish to place on the record to the ZBA from Mr. Sam Banke, B-A-N-K-E, for S & S Properties, Inc., I own a building next door and I object to a variance to allow TGS Associates to go ahead with it, it's allows TGS to build a high building and insufficient side yard in addition to oversize signage will affect the resale and lease value of my small building, one store. I'm very concerned that it may block the visibility of my property, therefore, reducing its value. Thank you in advance for your consideration. I remain Samuel Banke, S & S Properties Incorporated. Do you have any objection? I'll put this in the record as well.

MR. G. BARIGHT: This building over here?

MR. TORLEY: Yes.

MR. RAAB: Board want us to address that?

MR. TORLEY: His building sits very close to the road there, as I recall.

MR. RAAB: Very close to the road, you can't see his building through here anyway because of the dumpster and whatnot behind.

MR. KRIEGER: If the proposed new building is permitted, how will it be in height in relation to that building, higher, the same?

MR. RAAB: Yes.

MR. T. BARIGHT: Higher than his building.

MR. G. BARIGHT: He will be higher but not as high as most buildings.

MR. KRIEGER: How will it be height wise in relation to the two existing building on the property?

MR. RAAB: Perkin's now is 18 feet and we're proposing

20 feet tall.

MR. BABCOCK: Mr. Chairman, just for the record, they were in on the 9/13/99 agenda for this building for a side yard setback and for a height variance and their height variance is of 11 feet, that's what they are asking for.

MR. TORLEY: That's because of the--

MR. BABCOCK: Because of the side yard, the height is determined by the closest yard.

MR. T. BARIGHT: The height is a requirement, is the component of the side yard, that's why we need a height variance, not because it's too high, not because it's necessarily because it's tall, only because of the proposed side yard.

MR. KRIEGER: If permitted, it will be of a height consistent with most of the other buildings in the neighborhood.

MR. T. BARIGHT: It will be as tall or less tall as the Monro and it's only two feet taller than the Perkin's building to give some relationship, it's two feet taller than Perkin's.

MR. G. BARIGHT: Part of this over here we're eliminating this which right now is all blacktop right now.

MR. RAAB: 1,500 square feet of blacktop.

MR. TORLEY: Let's, at this point, open it up, does anyone in the audience wish to speak on this matter? Seeing no one, I'll close the public hearing and return it to the board members. Gentlemen? I have a couple questions. You say your, since you're increasing the landscaping and decreasing the hard surface to cover, if anything reduces the runoff from this property.

MR. RAAB: That's correct.

MR. TORLEY: And you have also reduced the number of

road cuts and improved the traffic flow so in your opinion, you'll have a greater safety of your patrons?

MR. RAAB: Yes.

MR. KRIEGER: And it provides for greater stacking of cars on the property as opposed to on the road?

MR. RAAB: Yeah, keeps their business on site at all times.

MR. TORLEY: They meet all the parking requirements?

MR. BABCOCK: Yes.

MR. TORLEY: I don't know what kind of parking requirements are for car washes.

MR. BABCOCK: Well, for the oil and lube, you know, it's all been figured out.

MR. REIS: So we don't have to stretch the variances? Is there any way that you can reduce the height of the proposed building, is that possible?

MR. BARIGHT: It's not that the building isn't higher, we're not looking for a, if it was over here, it would eliminate stacking, but the building, the height won't be--

MR. TORLEY: How high is the building itself?

MR. T. BARIGHT: Twenty feet.

MR. TORLEY: Gentlemen, I would, if it's agreeable to you, I'd suggest we take a motion on the area variances and then go back to the signage.

MR. MCDONALD: I'll make that motion to approve.

MR. KANE: Second it.

MR. TORLEY: We're now considering a motion to grant TGS Associates the variance for 20 foot side yard 11 foot maximum building height.

MS. BARNHART: Area only.

MR. TORLEY: Area only at this point.

ROLL CALL

MR. MCDONALD	AYE
MR. KANE	AYE
MR. REIS	AYE
MR. TORLEY	AYE

MR. TORLEY: Now on the signs.

MR. KANE: Signs, we need just to clarify, sign A is on Route 94, you're looking for a variance of 62 square feet, 4 foot 2 inch high height variance and the same with sign C, 62 square foot, 4 foot 2, and B you have offered to cut that sign down in half, so instead of the 62 square foot, and 4 foot 2 inch, where are we going?

MR. TORLEY: Still requires a full area variance because not allowed to have the sign anyway so you have to ask, that third sign is not permitted so--

MR. KANE: Well, first we need to know why we've got to give him a variance to have the third sign, okay, and then you also have to cut down the area, cutting down the area so we're not going to give him the whole 500 square feet.

MR. TORLEY: I suggest that we have the variance motion for that would be for the, a third sign of X height or X area in one motion.

MR. KANE: Okay, but we still need to know.

MR. TORLEY: So what size are you going to go for?

MR. RAAB: What we're asking for is basically is to clarify something here, is that the signs, other than the chart you're reading, you double them, okay, well, 188 or something like that, okay, so you include both sides, so what we propose is two signs of 188 square

feet, one sign of 94 square feet.

MR. TORLEY: Even the 94 square foot one is still 30 square foot bigger than the permitted freestanding sign.

MR. BABCOCK: 64.

MR. TORLEY: Now, as a counter-example, a regular road directional sign is specified by DOT and they are just, would be an entrance sign or something, I'm not quite sure what would one of those look like.

MR. G. BARIGHT: Perkin's had parking signs, it says Perkin's, what they were, they had signs that said enter, they were like--

MR. BABCOCK: They vary, the do not enter signs.

MR. RAAB: Ten square foot total and they put the logo on. Wendy's has them.

MR. G. BARIGHT: Part of the problem is that we have three roads and we have one entrance and we don't want people to come down the road here and we want them to see before the light, so they can turn coming here and that is part of it if we had one road, it wouldn't be a problem.

MR. TORLEY: Mike, a business is permitted to have traffic control signs at any or all of the entrances and exists, are they not?

MR. BABCOCK: Yes, and I would be very surprised if the planning board doesn't discuss that with these gentlemen about if you have one way entrance, you have to have a sign. Nobody's going to know.

MR. RAAB: They'll be plenty of that, you're absolutely right.

MR. KANE: I move that we approve the sign variance as requested for designated signs A and C, total of 188 square foot a piece and the height 4 foot 2 inch height variance.

MR. REIS: Second it.

ROLL CALL

MR. MCDONALD	AYE
MR. KANE	AYE
MR. REIS	AYE
MR. TORLEY	AYE

MR. TORLEY: We have two more, really the facade sign.

MR. KANE: And now I move that we approve the requested variance for an additional freestanding sign, sign B, designated sign B at a total of 94 square feet.

MR. MCDONALD: Second it.

MR. KANE: And let me clarify something first on the height of the sign, that sign is going to be lower as far as the other so you're not--

MR. G. BARIGHT: Yeah, wherever we start and we'll go from there but since it's a lot smaller.

MR. KANE: If you're going to cut it down, you wouldn't need a height variance for that, I just want to clarify that.

MR. RAAB: That's right.

MR. KANE: Motion stands as is.

MR. MCDONALD: Second it.

ROLL CALL

MR. MCDONALD	AYE
MR. KANE	AYE
MR. REIS	AYE
MR. TORLEY	NO

MR. TORLEY: Next one is for the facade sign.

MR. BARIGHT: Facade signs, there's two signs, one will

be the car wash sign on the war cash, one will be oil change and the oil change you're allowed 8 x 10?

MR. BABCOCK: 2 1/2 x 10.

MR. G. BARIGHT: What I did is I made one 2 x 10 cause it fit, we were able to get it together right, I took the other one 10 x 8 sign, there's a car wash sign on the building that will be removed, so the one is 1.4, the square footage coming out the same, that's the end result.

MR. RAAB: I didn't realize you needed a variance for this.

MR. G. BARIGHT: Square footage is the same.

MR. BABCOCK: Yeah, they do.

MR. G. BARIGHT: It's 20 square feet.

MR. KANE: So basically we're not adding to the square footage, we're just changing the shape of the sign.

MR. G. BARIGHT: Yes, we shrunk the height down.

MR. RAAB: They had one foot four inch times 15 feet times 20 square feet.

MR. KANE: It's the same square footage, I don't have a problem with it.

MR. TORLEY: Entertain a motion on the last signage.

MR. MCDONALD: I'll make that motion.

MR. KANE: Second it.

ROLL CALL

MR. MCDONALD	AYE
MR. KANE	AYE
MR. REIS	AYE
MR. TORLEY	AYE

TGS ASSOCIATES, INC.

MR. NUGENT: Referred by the Planning Board for 20 ft. side yard and 11 ft. maximum building height variances for removal of former Perkins Pancake House and construction of (1) six wash bays; (2) automatic car wash; (3) oil and lube shop at Route 32/94 location in a C zone.

Mr. Jim Raab and Mr. Gary Baright appeared before the board for this proposal.

MR. RAAB: Jim Raab from Doce Associates here to assist Gary tonight because his architect couldn't make it and we're here for exactly what the chairman just explained, for the variance on building number 3 of the site. Now, an overview of the site is that they have purchased the old Perkins Pancake House, going to renovate and do a full service car wash right here and here's going to be an addition added to the end of the car wash no closer to Route 32 than the existing building is now. Also, an existing building, show you the two, this existing building, this part of the building is going to be torn down, okay, and two more bays are going to be added to the end of this building here. The new building which is going to be in the space right here is building number 3, that's the building that requires the variance both for the side yard and the height.

MR. NUGENT: Basically, it's right on the property line, oh, no, ten foot?

MR. RAAB: No, ten foot.

MR. BARIGHT: This is the existing site plan as it basically is now. Right now, there's parking that runs down this length of the parking, runs through here. What we have proposed is taking up ten feet of the blacktop and putting in ten feet of grass down the side as it shows over here, the shrubbery.

MR. RAAB: Add on 1,500 square feet here, but landscaping here where there's nothing but paving, landscaping here, spot here, spot here, quite a bit of

landscaping to take up some of the blacktop here. There's quite a bit of blacktop down there.

MR. BARIGHT: The traffic flow will be a lot nicer. Right now, you can go off of Route 32, you can enter and exit by Primavera's, you can go in and out over here, you can go in out over here, exit only, this is in and out. What we propose when the project is finished the only way you'll be able to enter the old site will be off Old Temple Hill Road, enter in here. You want to go to the self-serve or lube bays or to the car wash, everything flows in and disperses out on around. We have an additional drip space at end when the cars come out at the end there's cones along here, cars will come out and this will be an exit only and these two will be exits and eliminate the curb cut over here that will be eliminated and gives a lot more stacking. Part of the variance for the ten feet is we moved the building back another 20 feet which was required, it reduces our stacking, and this booth instead of being here would be another 20 feet back which would be one and two cars, most of them, we'd have more stacking and also eliminating the 30 feet making it ten, you wouldn't be able to drive through, so we're going to rip up all the blacktop. So that's the plan.

MR. NUGENT: Much neater plan.

MR. KANE: What about signage?

MR. BARIGHT: Right now, there's the old Perkin's sign was here that would be replaced, of course, actually, it's taken down and replaced. Right now, there's a sign here and there's a sign in this area here and there's a sign here, street sign, we propose three signs exactly the same, the car wash, oil change. Right now, Perkin's has some small signs for entrance and exit, they'll be removed, they are small signs and that's about it.

MR. KANE: The sign that you are proposing, will that fit into the current regulations?

MR. RAAB: I believe so, I haven't doublechecked it

yet, but I believe it will all fit in.

MR. TORLEY: One freestanding sign today?

MR. BARIGHT: Three, there's three signs now.

MR. TORLEY: That won't fit the codes.

MR. NUGENT: I don't know how big that is. What's the square footage of the signs?

MR. RAAB: See, I don't know that.

MR. TORLEY: They are only allowed one freestanding sign anyway.

MR. KANE: If you're going to go through the variances, get it all done in one shot.

MR. RAAB: What's the regulation based on, frontage?

MR. TORLEY: Sign area height and my recollection, unless the new code, you're only allowed one freestanding sign for the business.

MR. KANE: Per business.

MR. TORLEY: It's really this is all under one management.

MR. BARIGHT: Well, one owner, but this is different management, there's also three roads of frontage, so it would be hard to have a sign.

MR. KANE: Which would be a case for a variance.

MR. BARIGHT: We have two signs which we can leave and just add one.

MR. RAAB: If that's the case, we don't need to look it up because we need it based on that statute alone.

MR. BABCOCK: They're allowed one freestanding sign and then it goes on to say that if the site has two main entrances, the planning board may approve at its

discretion one additional full size freestanding sign at the second entrance.

MR. BARIGHT: We have one entrance but we're eliminating four so--

MR. TORLEY: What you want is three of the freestanding signs?

MR. BARIGHT: Right, to replace the three that are there now.

MR. TORLEY: Well, they wouldn't count. My suggestion would be that they talk to Mike, get the appropriate denial things and we'll put that in.

MS. BARNHART: We shouldn't have to worry about that now.

MR. BARIGHT: That's fine.

MR. REIS: Which building is going to need the height variance?

MR. BARIGHT: The same building since we're going closer, it's one foot per foot of the building, so make it only ten feet high, I think the building is going to be 21 feet high.

MR. KANE: Is that the Dairy Mart?

MR. BARIGHT: Yes.

MR. KANE: How higher than the Dairy Mart is it?

MR. BARIGHT: I don't know, it would be higher than the canopy over there. And also part of this would be able to push the building over here, more space for snow, this area here is proposed for snow storage in the winter, this would eliminate a lot of that. We plan on putting as much snow in this section as possible and there is also a storm drain.

MR. BABCOCK: Based on the calculations, you've said that the building will be 21 feet high?

MR. BARIGHT: Yes.

MR. BABCOCK: Okay. Building number 3, the new oil and lube.

MR. BARIGHT: I have a front elevation of what it's proposed to look like, similar to the car wash as far as the red tin, this is going to be some light tan colors and then there's going to be white cut block at the base and of course, white with aluminum and store front glass.

MR. TORLEY: What about signs on the buildings themselves? I don't see any there.

MR. BARIGHT: Probably proposing that would need a variance. You can't put any signs on the building?

MR. TORLEY: Depends on the size of the building.

MR. RAAB: We'll get together with Mike on the signs.

MR. KRIEGER: You're allowed some, you may not decide that it's enough and as long as you're applying for a variance, if you want more than what's allowed--

MR. NUGENT: Get them all at once.

MR. REIS: Parking has been addressed?

MR. BABCOCK: Yes.

MR. NUGENT: Any further questions?

MR. KANE: No.

MR. NUGENT: I'm accept a motion.

MR. KANE: I move we set up TGS Associates for a public hearing on the requested variances.

MR. REIS: Second the motion.

ROLL CALL

MR. MCDONALD	AYE
MR. REIS	AYE
MR. KANE	AYE
MR. TORLEY	AYE
MR. NUGENT	AYE

MS. BARNHART: You have your applications.

MR. KRIEGER: Those are the criteria on which the state has to determine the ZBA must decide. If you would address yourself to those criteria at the public hearing, that would be helpful. They apply also to any sign variance you may wish to add.

MR. BARIGHT: Just put that in a letter?

MR. KRIEGER: Well, no, you're ultimately going to have to make a presentation at the public hearing that's going to make a record. I want you to address those criteria that are listed there in the public hearing because those are the things on which the zoning board is going to have to decide. Those are the things that you are going to want in the record.

B.2.

ZONING BOARD OF APPEALS
REGULAR SESSION
September 13, 1999

AGENDA

7:30 P.M. - ROLL CALL

Motion to accept minutes of the August 9, 1999 meeting as written.

R&F - Correspondence dated 7/16/99 from Carol Owen.

PRELIMINARY MEETINGS:

SET UP
FOR P/H

1. ROSS, GEORGE - Ref. by Planning Board for 15,718 sq. ft. lot area and 9.1 ft. max. building height variance for used car sales and leasing at location, NYS Route 32 (adjacent to Lander property) in C/PI zone. (35-1-45). *

SET UP
FOR P/H

2.. TGS ASSOCS. INC. - Ref. by Planning Board for 20 ft. side yard and 11 ft. max. bldg. height variances for removal of former Perkins Pancake House and construction of (1) six wash bays; (2) automatic car wash; (3) oil and lube shop at Rt. 32/94 location in a C zone. (69-3-2). *

SET UP
FOR P/H

3. JOHNSON, FLOYD - Request for 9,801 sq. ft. lot area, 17 ft. front yard and 3 ft. rear yard variances to construct a single-family residence on Dean Hill Road in an R-3 zone. (67-1-2.22).

SET UP
FOR P/H

4. ANDERSON, DANE - Request for 3 ft. maximum bldg. height variance for garage at 271 Riley Road in an R-3 zone. (35-1-86.2).

PUBLIC HEARING:

APPROVED

5. ORWEST REALTY, INC. - Request for 1 ft. front yard variance to allow existing canopy at Dairy Mart Store at 173 Windsor Highway in NC zone. (12-2-1).

APPROVED

6. POSPISIL, MICHAEL - Request for existing shed to be relocated closer to road than principal structure in variation of Section 48-14A(4) of the Supp. Yard Regs. at 203 Butterhill Drive in a CL-1 zone. (80-1-17). *

APPROVED

7. RINALDI, JAMES - Request for variation of Section 48-14A(4) of Supp. Yard Regs. to allow existing shed and pool to be located closer to road than principal dwelling at 531 Beattie Road in an R-1 zone. (51-1-83.11). *

FORMAL DECISIONS (1) BIGI (2) BARTON (3) GATTO (4) MCGUINNESS
(5) ZECCOLA (6) CESTARI

Pat 563-4630 (o)
562-7107 (h)

APPROVED



1763

TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553

NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., WATER, SEWER, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER:

99-15

DATE PLAN RECEIVED:

RECEIVED OCT 21 1999

The maps and plans for the Site Approval

Subdivision _____ as submitted by

_____ for the building or subdivision of

Farm & Way - old Gettys Bldg has been

reviewed by me and is approved ☒

~~disapproved~~ _____

~~If disapproved, please list reason~~ _____

There is no problem with enlarging
water service. Notify water dept for
mark-out

HIGHWAY SUPERINTENDENT

DATE

Steve D. D.
WATER SUPERINTENDENT

10-26-99
DATE

SANITARY SUPERINTENDENT

DATE



1765

TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553

NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., WATER, SEWER, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER:

99-15

DATE PLAN RECEIVED: **RECEIVED OCT 21 1999**

RECEIVED

OCT 25 1999

N.W. HIGHWAY DEPT.

The maps and plans for the Site Approval ☒

Subdivision _____ as submitted by

_____ for the building or subdivision of

_____ has been

reviewed by me and is approved ☒

disapproved ☐

If disapproved, please list reason _____

From Wash

W. James Sullivan
HIGHWAY SUPERINTENDENT

10/28/99
DATE

WATER SUPERINTENDENT

DATE

SANITARY SUPERINTENDENT

DATE

INTER-OFFICE CORRESPONDENCE


TO: Town Planning Board
FROM: Town Fire Inspector
DATE: October 26, 1999
SUBJECT: Foam & Wash

Planning Board Reference Number: PB-99-15
Dated: 21 October 1999
Fire Prevention Reference Number: FPS-99-044

A review of the above referenced site plan was completed on 25 October 1999.

This site plan is acceptable.

Plans Dated: 20 October 1999.



Robert F. Rodgers
Fire Inspector

RFR/dh

B.2.

ZONING BOARD OF APPEALS
SEPTEMBER 27, 1999

AGENDA:

7:30 p.m. – Roll Call

Motion to accept minutes of the 09/13/99 meeting as written if available.

PRELIMINARY MEETINGS:

SET UP
FOR P/H

- NEED TO SEND NEW DISAPPROVAL TO PAT WITH CHANGES
1. **MAURICE, FRANK** – Request 14,724 s.f. lot area, 118.8 ft. lot width and 38.8 street frontage for construction of two-family dwelling on flag lot on Mt. Airy Road in an R-3 zone. (65-1-16.12).

SET UP
FOR P/H

2. **ALDRIDGE, DONALD** – Request for 15 ft. 8 in. front yard variance for construction of deck at 558 Shore Drive in an R-4 zone. (62-8-32).

SET UP
FOR P/H

3. **VGR ASSOCS/ALLSTATE** – Request for façade sign in variation of Sec. 48-18H(1)(b) of Supp. Sign Regs. at Price Chopper Shopping Plaza in Vails Gate in a C zone. (69-1-6).

PUBLIC HEARINGS:

APPROVED

4. **JENNINGS, MICHAEL** – Request for 28 ft. 6 in. rear yard variance for existing attached pool deck at 514 Balmoral Circle in an R-4 zone. (25-5-37).

APPROVED

5. **JOHNSON, FLOYD** – Request for 9,801 s.f. lot area, 17 ft. front yard and 3 ft. rear yard variances to construct single-family residence on Dean Hill Road in an R-3 zone. (67-1-2.22).

APPROVED

6. **RYAN, JOSEPH & AMY** – Request for 6,790 s.f. lot area and 1 ft. 6 in. side yard variances for an existing one-family residence at 287 Lake Road in an R-4 zone. (58-1-2). AND EXISTING SHED – (REAR YARD) REVISED 9-27-99

APPROVED

7. **TGS ASSOCIATES INC.** – Request for 20 ft. side yard and 11 ft. 0 in. max. bldg. height for new construction, plus variation of Sec. 48-18-Supp. Sign Regs. to permit 2 addl. freestanding signs and 4 ft. 2 in. sign height for same, 500 s.f. variance total of all signs and 5 ft. sign height variance for façade sign at Foam & Wash Car Wash (formerly Purple Parlor) located at 5 Old Temple Hill Road in C zone. (69-3-2).

Pat – 563-4630 (o)
562-7107 (h)

#8 HELMER

4-3-17.1

LOT WIDTH

REG- 150 FT
PRO - 141.44

VARIANCE RES- 8.56

OFFICE OF THE PLANNING BOARD - TOWN OF NEW WINDSOR
ORANGE COUNTY, NY

NOTICE OF DISAPPROVAL OF SITE PLAN OR SUBDIVISION APPLICATION

PLANNING BOARD FILE NUMBER: 99-15

DATE: 4 AUG 99

APPLICANT: TGS ASSOC INC.

RD #3 BOX 255

RED HOOK, N.Y. 12571

PLEASE TAKE NOTICE THAT YOUR APPLICATION DATED MAY 19, 1999

FOR (~~SUBDIVISION~~ - SITE PLAN) _____

LOCATED AT RT 32 - RT 94 - OLD TEMPLE HILL RD

_____ ZONE _____

DESCRIPTION OF EXISTING SITE: SEC: 69 BLOCK: 3 LOT: 2

RETAKE
OF
PREVIOUS
DOCUMENT

B.2.

ZONING BOARD OF APPEALS
SEPTEMBER 27, 1999

AGENDA:

7:30 p.m. – Roll Call

Motion to accept minutes of the 09/13/99 meeting as written if available.

PRELIMINARY MEETINGS:

- SET UP FOR P/H
1. **MAURICE, FRANK** – Request 14,724 s.f. lot area, 118.8 ft. lot width and 38.8 street frontage for construction of two-family dwelling on flag lot on Mt. Airy Road in an R-3 zone. (65-1-16.12).
- SET UP FOR P/H
2. **ALDRIDGE, DONALD** – Request for 15 ft. 8 in. front yard variance for construction of deck at 558 Shore Drive in an R-4 zone. (62-8-32).
- SET UP FOR P/H
3. **VGR ASSOCS/ALLSTATE** – Request for façade sign in variation of Sec. 48-18H(1)(b) of Supp. Sign Regs. at Price Chopper Shopping Plaza in Vails Gate in a C zone. (69-1-6).

PUBLIC HEARINGS:

- APPROVED
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- APPROVED
5. **JOHNSON, FLOYD** – Request for 9,801 s.f. lot area, 17 ft. front yard and 3 ft. rear yard variances to construct single-family residence on Dean Hill Road in an R-3 zone. (67-1-2.22).
- APPROVED
6. **RYAN, JOSEPH & AMY** – Request for 6,790 s.f. lot area and 1 ft. 6 in. side yard variances for an existing one-family residence at 287 Lake Road in an R-4 zone. (58-1-2). AND EXISTING SHED – (REAR YARD) REVISED 9-27-99 (MB)
- APPROVED
7. **TGS ASSOCIATES INC.** – Request for 20 ft. side yard and 11 ft. 0 in. max. bldg. height for new construction, plus variation of Sec. 48-18-Supp. Sign Regs. to permit 2 addl. freestanding signs and 4 ft. 2 in. sign height for same, 500 s.f. variance total of all signs and 5 ft. sign height variance for façade sign at Foam & Wash Car Wash (formerly Purple Parlor) located at 5 Old Temple Hill Road in C zone. (69-3-2).

Pat – 563-4630 (o)
562-7107 (h)

#8 HELMER

4-3-17.1

LOT WIDTH

Reg- 150 FT
PRO - 141.44

VARIANCE RES- 8.56

$$\begin{array}{r}
 99.10 \\
 31.2 \\
 \hline
 68.8
 \end{array}$$

$$\begin{array}{r}
 59.10 \\
 31.2 \\
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 28.8
 \end{array}$$

OFFICE OF THE PLANNING BOARD - TOWN OF NEW WINDSOR
ORANGE COUNTY, NY

NOTICE OF DISAPPROVAL OF SITE PLAN OR SUBDIVISION APPLICATION

PLANNING BOARD FILE NUMBER: 99-15

DATE: 4 AUG 99

APPLICANT: TGS ASSOC INC.

RD #3 BOX 255

RED HOOK, N.Y. 12571

PLEASE TAKE NOTICE THAT YOUR APPLICATION DATED MAY 19, 1999

FOR (~~SUBDIVISION~~ - SITE PLAN) _____

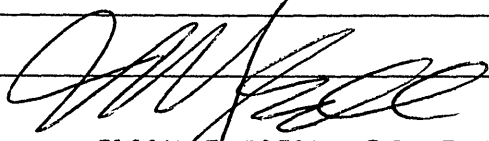
LOCATED AT RT 32, RT 94, OLD TEMPLE HILL RD

ZONE _____

DESCRIPTION OF EXISTING SITE: SEC: 69 BLOCK: 3 LOT: 2

IS DISAPPROVED ON THE FOLLOWING GROUNDS:

SIDE YARD AND HEIGHT VARIANCE FOR
BUILDING NO. 3.


MARK J. EDSALL P.E. FOR
MICHAEL BABCOCK,
BUILDING INSPECTOR

REQUIREMENTS		PROPOSED OR AVAILABLE	VARIANCE REQUEST
ZONE	<u>C</u>	USE	<u>B-4</u>
MIN. LOT AREA	<u>40 000 SF</u>	<u>55,756</u>	<u>—</u>
MIN. LOT WIDTH	<u>200 FT</u>	<u>> 200 FT</u>	<u>—</u>
REQ'D FRONT YD	<u>60 FT</u> <small>RT 32 BTHR RT 94</small>	<u>28'-2" *</u> <u>9'-3" *</u> <u>32'-4" *</u>	<u>—</u>
REQ'D SIDE YD.	<u>30 FT</u>	<u>10 FT</u>	<u>20 FT</u>
REQ'D TOTAL SIDE YD.	<u>70 FT</u>	<u>N/A</u>	<u>—</u>
REQ'D REAR YD.	<u>30 FT</u>	<u>N/A</u>	<u>—</u>
REQ'D FRONTAGE	<u>N/A</u>	<u>—</u>	<u>—</u>
MAX. BLDG. HT.	<u>12' FT</u> <small>BLDG #1 9'-3" BLDG #2 27'-9" BLDG #3 10'</small>	<u>18'-6" *</u> <u>13'-6" *</u> <u>21'-0"</u>	<u>11'-0"</u>
FLOOR AREA RATIO	<u>0.5</u>	<u>0.2</u>	<u>—</u>
MIN. LIVABLE AREA	<u>N/A</u>	<u>—</u>	<u>—</u>
DEV. COVERAGE	<u>N/A</u> %	<u>—</u> %	<u>—</u> %
O/S PARKING SPACES	<u>—</u>	<u>8</u>	<u>—</u>
* PRE-EXISTING NDN-CONFORMING			

APPLICANT IS TO PLEASE CONTACT THE ZONING BOARD SECRETARY AT:
(914-563-4630) TO MAKE AN APPOINTMENT WITH THE ZONING BOARD
OF APPEALS.

CC: Z.B.A., APPLICANT, P.B. ENGINEER, P.B. FILE

POSSIBLE ZBA REFERRALSFOAM & WASH CAR WASH SITE PLAN (99-15)

MR. PETRO: Convert former Perkins building to part of existing car wash and new construction of lube and detail area.

Mr. Todd Baright and Mr. Gary Baright appeared before the board for this proposal.

MR. PETRO: Just give us a quick overlay of what you want to do because this is basically referral to the ZBA, so we don't want to get into too many of the Planning Board issues but we'd like to know what's going on and we'll take a motion for you, okay?

MR. TODD BARIGHT: Good evening, Todd Baright and my brother, Gary Baright, two of the three owners, three brothers, Todd, Gary and Scott. Our father built this original car wash, these are the bays that you're familiar with along here, my father built these back in '66, somewhere around there. This is the existing entranceway, this is where you'd normally pull in the car wash. Now see the dotted area on your drawings, the slashed area, that's the exist tunnel where it says remove existing building as shown, that's the existing tunnel cars, actually, come out where the blue mini-car, blue mini-van, there's a car shown at the end, that's the end of where the tunnel is now and you go out onto the road or come over here for the vacuum. What we're proposing is to remove that building that's now the automatic tunnel and the equipment room and build two additional bays basically where the tunnel is would be bay number 5, bay number 6 would be where the large exterior, the open bay is now, the truck bay in that footprint. So, we would have five self-service bays, six, excuse me. Those customers would enter just the way they do now. This is where everyone's familiar with the entry. You enter over here for the tunnel and the entranceway just to the right of that above it on the drawing, what we're proposing is to come across, basically if you're familiar with the site, drive right through where the menu sign is now and do this U-turn and come into the tunnel which would be the end of the

Perkins building facing the Five Corners, that would be the entrance to the building. This would, what this would allow us to do would be to stack basically double the amount of cars. Right now, we can stack, I'm not quite exactly sure how many, but six or seven, we've got twice the distance to the door of the building, the entrance door which then in theory should eliminate any, not all, but most of our stacking problems that are a concern. So increase of the stacking is an advantage to this plan. We've also got as you exit the tunnel, the normal exit would be to the left cause this would be certainly here would be plenty of signs that say exit left only, do not enter would be here, this could be say an escape route, but not normally used. There would be signage here to designate that you're supposed to take a left turn when you come out of the tunnel and hook around and as we take that turn out of the tunnel, we might notice that this entire corner is now paved and concrete on the corner facing the light and facing towards Wendy's, what we're proposing to do is chop up most of this area shown, curbing and plant that area up with shrubbery and whatnot. What this exit driveway does is increases the distance that the car drives over our property, therefore decreasing water concern on the paved surface, especially taking these couple of turns here, it will help eliminate the water dripping out on the ground. It will be on our property, the water that would accumulate would be on our parking lot here. So, we've basically got three, at least three times the exit drip area that you'd have leaving our tunnel now three to four times more. We hope to have the same entranceway that you came in for this tunnel on this plan, same entranceway that, this is another thing that we think is quite traffic friendly about this plan is for people who have been driving into this location for so many years we're going to, we're planning the same ingress, you'd pull in the same area, you'd pull off to the left or you could come in self serve entranceway, either way you can come in and enter what we're proposing here as an oil change center. We have an oil change express right now in Poughkeepsie and it's combined with our car wash site in Poughkeepsie across from the Galleria and we're quite pleased with it and our customers are certainly quite pleased with it. We're proposing lifts in here.

MR. PETRO: Completely new building?

MR. TODD BARIGHT: Dark line is, this is paved area, right, that's parking for Perkins right now.

MR. PETRO: How come there's only a ten foot side yard there, is that one of the variances you're seeking?

MR. TODD BARIGHT: Yes, sir.

MR. LUCAS: Where's employee parking?

MR. TODD BARIGHT: Employee parking is along the tunnel right here, this is employee parking.

MR. LUCAS: Isn't there a parking lot this side of it too?

MR. TODD BARIGHT: Over here, well, right now, this entire area, this property line that was existing was pretty much right here along the side of this building so you're right, all the Perkins parking was over in this area, including the grass area because right now, when you pull up to those curb stops, you're pulling right up to the property line. What we're proposing to do is yes, we're requesting a variance to build the building only ten feet from the yard but we're also proposing to tear up this blacktop and plant a ten foot grass section along the side facing the Five Corners.

MR. PETRO: Existing property line to be abandoned, you've already purchased the other building?

MR. TODD BARIGHT: We're supposed to close today, actually, it's supposed to happen Friday morning.

MR. LUCAS: I think it's a nice idea.

MR. LANDER: Can we go back to the automatic car wash where they come through and make a left-hand turn, I can see just from the beginning here that they are going to try to make that right-hand turn to come back around so if we can do anything here.

MR. TODD BARIGHT: I wasn't following you.

MR. LANDER: Automatic car wash, you come through, we're supposed to make a left to go around probably try to control this traffic a little better with curbing to have them make that left, it will be a little harder for them to make a right and come back around again, signage, I don't think is going to work but--

MR. LUCAS: Why did you want to leave that open?

MR. STENT: Emergency access.

MR. GARY BARIGHT: If something happened here, get backed up, could come out, there's a lot of things we can do. One of our sites in Poughkeepsie we put up some orange things that we put up on the highway, drive over them, we put two or three of those up.

MR. PETRO: You can come out four or a feet with the radius of the curbing in a different, going to the left and still have it where you could access it that way for emergency.

MR. LANDER: It's going to be 30 foot across there right between curb and curb.

MR. PETRO: Who did your plan?

MR. TODD BARIGHT: This is Al Moray (phonetic) in Poughkeepsie, Moray Associates.

MR. PETRO: Have him devise something there, very easily done and still have access, come out with a radius four or five feet, but it would go the opposite way.

MR. STENT: Have it swing so they've got to go over the left or they drive over the curb. You plan on doing something on the corner of 94 and Old Temple Hill Road?

MR. TODD BARIGHT: Glad you brought that up, what we propose here is to actually close this entire curb cut off, you're right, there's a large curb cut there right now.

MR. GARY BARIGHT: One of the other nice things right now you can enter here, enter here and enter here and exit here, you can exit here and here, what we're going to do is have every car enter from one site and there's only two places to exit, they won't be able to exit this way, but that's the nice thing now when people come in, they can come in or go across through one.

MR. STENT: Traffic flow looks nice, I'm just concerned about the corner, like you dressed up on 32, and you mentioned something about a truck bay.

MR. TODD BARIGHT: Truck bay will be eliminated, the sixth position, the last position, this is existing an external, non-enclosed what we call our truck bay, it's a large vehicle bay, and this space would be now an enclosed bay and it would be the same shape and size as the other four.

MR. STENT: I thought you were putting a big enclosed.

MR. TODD BARIGHT: It will eliminate the truck bay.

MR. PETRO: How come on the plan you have existing lot area 55,000, proposed is 55,000, they are both the same and you're acquiring all that new land? What am I missing?

MR. GARY BARIGHT: I think he put the two together right from the beginning, maybe he meant existing what's on the land now.

MR. ARGENTIO: Maybe he thought that you'd be closed on that property by now.

MR. TODD BARIGHT: I see your point.

MR. EDSALL: They are not distinguishing between the different parcels because they are showing the setbacks for the overall site, so he's assuming that it's combined right from the start.

MR. PETRO: Coverage is acceptable?

MR. BABCOCK: There's no restriction.

MR. EDSALL: No restriction in this zone.

MR. STENT: He's looking for ZBA referral, just for the side lot.

MR. PETRO: Just the one variance.

MR. GARY BARIGHT: Yeah, and we actually when we did the plan, we didn't even know we needed a variance because we didn't have the book, we thought it was actually when we talked to the architect, dig up all the blacktop and put grass here and then we found out we needed a variance.

MR. PETRO: Mark, that's the only variance?

MR. EDSALL: They actually need a setback and going to need a building height, but I didn't know to what degree they need the height variance cause they haven't at this point I think decided what height the building is going to be total. So they'll have to make that decision and leave yourself a little flexibility cause when we refer you over, we have to show how much of a variance you need and you're only allowed based on the new code ten feet height.

MR. GARY BARIGHT: We're putting lifts, so they'll need to be higher than that.

MR. EDSALL: Make sure you determine what you need and leave yourself room for contingencies a little bit of flexibility and let us know.

MR. STENT: Looking for a motion?

MR. LUCAS: I'll make the motion.

MR. STENT: Second it.

MR. PETRO: Motion has been made and seconded that the New Windsor Planning Board grant final approval to the Foam and Wash Car Wash in Vails Gate. Is there any further discussion from the board members? I want to

look at it a couple more seconds. The handicapped parking, I don't see it designated.

MR. EDSALL: You'll have to have one. One of the questions that we couldn't answer at the workshop was whether or not the number of spaces was acceptable and the location because there are no provisions to determine what number of spaces are needed for a car wash facility cause as one would assume when you bring your car you're pretty much using it to get it washed, you don't park it and walk through. Our question will the board find this count acceptable? If you do, what we'll do at the workshop we'll work out putting one handicapped spot in.

MR. LANDER: Mainly for an employee really.

MR. EDSALL: Or if someone comes in that's looking, I know these gentlemen assist with fund raisers, if somebody comes that's handicapped, stops in the office to work out an arrangement for the tickets, there'd be a handicapped spot.

MR. PETRO: The staging, obviously, it's really a problem in that location, as you know, lot of times it's stacked out onto Old Temple Hill Road, almost down to 32. Now you're telling us that you're going to have six or seven more on the radius, that's the entrance into the automatic car wash plus what you usually had?

MR. STENT: Going to have 15 or 20 cars stacked.

MR. PETRO: But that's, some days that's like a drop in the bucket. I've been there when there are a lot more cars than that.

MR. LUCAS: Normally, there's a lot less than that, very seldom you see them out in the road.

MR. ARGENIO: It's at least double the stacking, appears to me to be at least double, if you look at the location of the old automatic car wash and look at the distance from there to the entrance on Old Temple Hill Road and then add additional straight area, for lack of a proper term, plus the radius, I believe it's just

about double.

MR. TODD BARIGHT: Which is an advantage to this. What used to happen was the Perkins owned the line was somewhere near the rear of these parking spaces.

MR. PETRO: We have it on our map, yes.

MR. TODD BARIGHT: What could happen on certain days Perkins management might come out and say I don't want you taking up parking on our space here, what we can do now is this can be a double line and it's common for us to do that, not only behooves certainly the road entrance and the traffic, it behooves us to fit as many cars as close to the car wash as possible so that one of you people driving by, you think there's less line so it's common for us to do whatever we can do to get those cars off of the road, make it look like less line, we call it road resistance for you all driving by resistance to keep you coming into the car wash.

MR. ARGENIO: Smoking mirrors.

MR. GARY BARIGHT: When we're busy now, the guy will sell back about four cars and he'll stand here, which is where he might be selling. This booth here is going to be a pre-sell booth which we'll use on fairly busy days and the guy will actually be in the booth, if we double them up, the cars can come in single file and they'll be sold here plus people will, now, the line is longer waiting from here, used to be only six cars, now it's going to be 14, they know that it's that much longer.

MR. PETRO: The sales booth is part of the new building?

MR. TODD BARIGHT: Yes, sir.

MR. PETRO: It's incorporated into the new building?

MR. TODD BARIGHT: That's correct.

MR. LUCAS: I think you'll have a problem with the two areas, that new vacuum when they drive out of the

automatic car wash and the people that are in there backing up while the people are driving out, do you think you'll have any problem with that?

MR. TODD BARIGHT: We don't seem to, we have a similar situation on North Plank Road where vacuums are over here and Wappingers is very similar also vacuums somewhere near the exit.

MR. LANDER: Quite a bit of distance.

MR. GARY BARIGHT: Doesn't look as much as it really is.

MR. PETRO: We have a motion, it's been seconded, we'll accepted you to the Zoning Board. There's no sense in continuing until your successful there. Motion has been made and seconded. Is there any further discussion? If not, roll call.

ROLL CALL

MR. ARGENIO	NO
MR. STENT	NO
MR. LANDER	NO
MR. LUCAS	NO
MR. PETRO	NO

MR. PETRO: At this time, you've been referred to the New Windsor Zoning Board for your necessary variances. If you are successful in receiving those, place them properly on the map, then you can reappear before this board for further Planning Board review.



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**TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS**

REVIEW NAME: FOAM & WASH SITE PLAN
PROJECT LOCATION: NYS ROUTES 94 AND 32 AND OLD TEMPLE HILL ROAD
SECTION 69-BLOCK 3-LOT 2
PROJECT NUMBER: 99-15
DATE: 26 MAY 1999
DESCRIPTION: THE APPLICATION PROPOSES THE EXPANSION OF THE
EXISTING CAR WASH FACILITY TO INCLUDE THE
ADJOINING PERKINS RESTAURANT SITE, WITH THE
CONSTRUCTION OF A NEW CAR WASH AND
MAINTENANCE FACILITY.

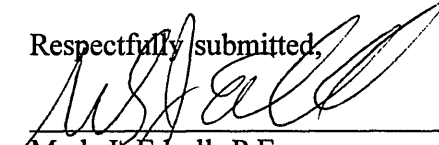
1. The project is located within the "C" Zoning District of the Town. The zoning data chart on the plan has been prepared based on the recently adopted Zoning Code changes. The "required" information on the table is correct, although some corrections are necessary for the balance of the table. These include:
 - a. "Existing" and "proposed" values for building height must be provided.
 - b. For the front yard setbacks, it should be noted which front yard setbacks apply to which roadways. As well, it should be noted by astrict that all three (3) existing values are pre-existing non-conforming.
 - c. Values under the "proposed" column should not be indicated as + or -.
 - d. A note should be provided with the bulk table indicating that all the lots of the application will be combined to a single lot, as a condition of the site plan approval.
2. Based on a review of the bulk information as submitted, it would appear that a variance is required at minimum for the side yard setback of the new maintenance building. In addition, a building height variance may be required.

**TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS
PAGE 2**

REVIEW NAME: FOAM & WASH SITE PLAN
PROJECT LOCATION: NYS ROUTES 94 AND 32 AND OLD TEMPLE HILL ROAD
SECTION 69-BLOCK 3-LOT 2
PROJECT NUMBER: 99-15
DATE: 26 MAY 1999

3. Once the application has been referred to the Zoning Board of Appeals for necessary variance(s), we will await the Applicant's return following ZBA action. When the application is returned to the Planning Board for further site plan review, the Applicant should include additional information (and drawings), to include drainage, lighting, traffic control signs, pavement markings, limits of concrete curb, landscaping details and schedules and other site improvement details.
4. I strongly recommend that this application be referred to the New York State Department of Transportation as early as possible, such that their input regarding the curb cuts can be received in a timely fashion.

Respectfully submitted,



Mark J. Edsall, P.E.
Planning Board Engineer

MJEmk

A:FOAM.mk



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PLANNING BOARD WORK SESSION
RECORD OF APPEARANCE

TOWN/VILLAGE OF New Windsor P/B # -

WORK SESSION DATE: 16 JUNE 1999 APPLICANT RESUB.
REQUIRED: later

REAPPEARANCE AT W/S REQUESTED: later

PROJECT NAME: Foam & Wash

PROJECT STATUS: NEW X OLD

REPRESENTATIVE PRESENT: Gary Baright

MUNIC REPS PRESENT: BLDG INSP.
FIRE INSP.
ENGINEER X
PLANNER
P/B CHMN.
OTHER (Specify)

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

review nypc list 5/26/99
go over each item

* needs ZBA referral
Myron remind me to do paperwork

CLOSING STATUS

- Set for agenda
 possible agenda item
 Discussion item for agenda
 ZBA referral on agenda

pbwsform 10MJE98



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MEMORANDUM

2 July 1999

TO: MYRA MASON, P.B. SECRETARY

FROM: MARK J. EDSALL, P.E., PLANNING BOARD ENGINEER

SUBJECT: FOAM & WASH (P.B. # 99-15)

I attempted to prepare the ZBA referral form for the subject project. I was unable to do so since we have not received a corrected plan with accurate and complete bulk table information.

In my comments dated 26 May 1999 I provided some guidance to the applicant as to the corrections I felt were necessary. Also, at the worksession of 16 June 1999 we discussed the required corrections.

It is necessary that the applicant's professional evaluate the site for necessary variances such that a referral can be made. We do not have this as of yet. Once received, I will try the referral again.

Myra070299.doc

TOTAL P.01

298-1524

RESULTS OF MEETING OF: May 1, 1999

PROJECT: Team & Wash

P.B.# 99-15

LEAD AGENCY:

NEGATIVE DEC:

1. AUTHORIZE COORD LETTER: Y__ N__

M)__ S)__ VOTE: A__ N__

2. TAKE LEAD AGENCY: Y__ N__

CARRIED: YES__ NO__

M)__ S)__ VOTE: A__ N__

CARRIED: YES__ NO__

WAIVE PUBLIC HEARING: M)__ S)__ VOTE: A__ N__ WAIVED: Y__ N__

SCHEDULE P.H. Y__ N__

SEND TO O.C. PLANNING: Y__

SEND TO DEPT. OF TRANSPORTATION: Y__

REFER TO Z.B.A.: M)u S)s VOTE: A0 N5

RETURN TO WORK SHOP: YES__ NO__

APPROVAL:

M)__ S)__ VOTE: A__ N__ APPROVED: _____

M)__ S)__ VOTE: A__ N__ APPROVED CONDITIONALLY: _____

NEED NEW PLANS: Y__ N__

DISCUSSION/APPROVAL CONDITIONS:

<u>Revise the area where it is left turn only</u>
<u>to make it more difficult to turn right</u>

INTER-OFFICE MEMORANDUM

TO: Town Planning Board

FROM: Town Fire Inspector

DATE: April 11, 2000

SUBJECT: V.G. Foam & Wash

Planning Board Reference Number: PB-99-15

Dated: 5 April 2000

Fire Prevention Reference Number: FPS-00-012

A review of the above referenced site plan was conducted on 7 April 2000.

This site plan is acceptable.

Plans Dated: 28 March 2000 Revision 6



Robert F. Rodgers
Fire Inspector

RFR/dh



TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553

NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., WATER, SEWER, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER: 99-15

DATE PLAN RECEIVED: _____

RECEIVED

APR - 5 2000

The maps and plans for the Site Approval _____

Subdivision _____ as submitted by _____

_____ for the building or subdivision of _____

Foam & Wash - _____ has been

reviewed by me and is approved ☒ _____,

~~disapproved~~ _____.

If disapproved, please list reason

This property has two water - Call
for hook-out

HIGHWAY SUPERINTENDENT _____ DATE _____

WATER SUPERINTENDENT _____ DATE _____

SANITARY SUPERINTENDENT _____ DATE _____



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PLANNING BOARD WORK SESSION
RECORD OF APPEARANCE

TOWN/VILLAGE OF New Windsor

P/B # 99-15

WORK SESSION DATE: 5 Apr 00

APPLICANT RESUB.
REQUIRED:

REAPPEARANCE AT W/S REQUESTED: No

new plans

PROJECT NAME: FOAM & WASH

PROJECT STATUS: NEW _____ OLD X

REPRESENTATIVE PRESENT: Scott/Todd G.

MUNIC REPS PRESENT: BLDG INSP. X
FIRE INSP. X
ENGINEER X
PLANNER _____
P/B CHMN. _____
OTHER (Specify) _____

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

- Sign variance for 3 signs was rec'd - should be on record
- adj B lights or add shields as rec of new sign
- need cost estimate

plan looks good for approval

(disc 3 phase approach)

pbwsform 10MJE98

X CLOSING STATUS
Set for agenda
possible agenda item
Discussion item for agenda
ZBA referral on agenda



1763

TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553

NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., WATER, SEWER, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER: 99-15

DATE PLAN RECEIVED: RECEIVED OCT 21 1999

The maps and plans for the Site Approval ✓

Subdivision _____ as submitted by

_____ for the building or subdivision of

FOAM & WASH _____ has been

reviewed by me and is approved ✓

disapproved _____

If disapproved, please list reason _____

If any floor drains are connected to the
sanitary sewer, they must be followed by
a oil/water separator

HIGHWAY SUPERINTENDENT _____ DATE _____

WATER SUPERINTENDENT _____ DATE _____

SANITARY SUPERINTENDENT _____ DATE 11/18/99



McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

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PLANNING BOARD WORK SESSION
RECORD OF APPEARANCE

TOWN/VILLAGE OF

New Windsor

P/B #

99-15

WORK SESSION DATE:

1 Dec. 99

APPLICANT RESUB.

REQUIRED:

new plans

REAPPEARANCE AT W/S REQUESTED:

No

PROJECT NAME:

Foam & Wash.

PROJECT STATUS: NEW

OLD

REPRESENTATIVE PRESENT:

Pod, Gary Baright / J. Roub

MUNIC REPS PRESENT: BLDG INSP.

FIRE INSP.

ENGINEER

PLANNER

P/B CHMN.

OTHER (Specify)

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

- DOT change to 32 (right out only)

- per DOT standard one way sign.

- prop & exist curbs

- add all directional signs to plan

- see dumpster and to match bldgs

- they will look at lighting.

- Tom Myers St.

* P/H being continued at 12/8 mts

CLOSING STATUS

Set for agenda

possible agenda item

Discussion item for agenda

ZBA referral on agenda

pbwsform 10MJ98

P/H continued



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PLANNING BOARD WORK SESSION
RECORD OF APPEARANCE

1-3

TOWN/VILLAGE OF New Windsor P/B # -

WORK SESSION DATE: 1 Dec. 99 APPLICANT RESUB.
REQUIRED: N/A

REAPPEARANCE AT W/S REQUESTED: N/A

PROJECT NAME: Fair View

PROJECT STATUS: NEW X OLD

REPRESENTATIVE PRESENT: Tod, Gary, Barlett / Jim Raab

MUNIC REPS PRESENT: BLDG INSP.
FIRE INSP.
ENGINEER X
PLANNER
P/B CHMN.
OTHER (Specify)

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

Plan B -

- Port Perkins → Cor. Hardemat

pbwsform 10MJE98

CLOSING STATUS
 Set for agenda
 possible agenda item
 Discussion item for agenda
 ZBA referral on agenda



1763

TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553

NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., WATER, SEWER, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

RECEIVED

MAY 21 1999

PLANNING BOARD FILE NUMBER: **99-15**

N.W. HIGHWAY DEPT.

DATE PLAN RECEIVED: **RECEIVED MAY 20 1999**

The maps and plans for the Site Approval ☒

Subdivision _____ as submitted by

_____ for the building or subdivision of

_____ has been

reviewed by me and is approved ☒

disapproved _____.

If disapproved, please list reason _____

W. James Sullivan 5/21/99
HIGHWAY SUPERINTENDENT DATE

WATER SUPERINTENDENT DATE

SANITARY SUPERINTENDENT DATE



1763

TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553

NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., WATER, SEWER, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER:

99-15

DATE PLAN RECEIVED:

RECEIVED MAY 20 1999

The maps and plans for the Site Approval

Subdivision as submitted by

for the building or subdivision of

Foam & Wash has been

reviewed by me and is approved ☒

~~disapproved~~

If disapproved, please list reason

IF any change in water service - notify
water dept.

HIGHWAY SUPERINTENDENT

DATE

Steve D. Dr.
WATER SUPERINTENDENT

5-24-99
DATE

SANITARY SUPERINTENDENT

DATE

INTER-OFFICE MEMORANDUM

TO: Town Planning Board

FROM: Town Fire Inspector

DATE: May 25, 1999

SUBJECT: Vails Gate Foam and Wash

Planning Board Reference Number: PB-99-15

Dated: 20 May 1999

Fire Prevention Reference Number: FPS-99-024

A review of the above referenced subject site plan was conducted on 24 May 1999.

This site plan is acceptable.

Plans Dated: 19 May 1999 Revision 3



Robert F. Rodgers
Fire Inspector

RFR/dh



McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

RICHARD D. McGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.
JAMES M. FARR, P.E.

- ☐ Main Office
45 Quassaick Ave. (Route 9W)
New Windsor, New York 12553
(914) 562-8640
- ☐ Branch Office
507 Broad Street
Milford, Pennsylvania 18337
(717) 296-2765

PLANNING BOARD WORK SESSION
RECORD OF APPEARANCE

1-3

TOWN/VILLAGE OF New Windsor P/B # -

WORK SESSION DATE: 19 May 1999 APPLICANT RESUB.
REQUIRED:

REAPPEARANCE AT W/S REQUESTED:

PROJECT NAME: Farm & Wash S/P

PROJECT STATUS: NEW X OLD

REPRESENTATIVE PRESENT: Cary, Todd

MUNIC REPS PRESENT: BLDG INSP.
FIRE INSP. X
ENGINEER
PLANNER
P/B CHMN.
OTHER (Specify)

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

get plan to DOT (possible only one RT 94)
Parking calc? nothing in code.

new Bulk & C use B-Y carwash
A = 40 000 Rear = 30
W = 200 Frontage 1/1
Fr = 60 12" / ft
Side 30/70 FAR = 0.5

- 2BA

- show exist 4L

CLOSING STATUS

- Set for agenda
 possible agenda item
 Discussion item for agenda
 ZBA referral on agenda

pbwsform 10MJ98



1763

TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553
Telephone: (914) 563-4615
Fax: (914) 563-4693

PLANNING BOARD APPLICATION

TYPE OF APPLICATION (check appropriate item):

Subdivision _____ Lot Line Change _____ Site Plan ☒ Special Permit _____

Tax Map Designation: Sec. 69 Block 3 Lot 2

1. Name of Project Farm & Wash
2. Owner of Record TGS Associates Inc. Phone 914-758-9121

Address: RD#3 Box 255, Reel Hook N.Y. 12571
(Street Name & Number) (Post Office) (State) (Zip)

3. Name of Applicant Baright Enterprises Inc. Phone 914-758-9121

Address: RD#3 Box 255, Reel Hook N.Y. 12571 (Some owners 2 corps.)
(Street Name & Number) (Post Office) (State) (Zip)

4. Person Preparing Plan Mauri Associates Phone 452-1030

Address: 303 mill street, Pough. 12601
(Street Name & Number) (Post Office) (State) (Zip)

5. Attorney Woody Klose Phone 758-8871

Address 35 East Market st, Reel Hook N.Y. 12571
(Street Name & Number) (Post Office) (State) (Zip)

6. Person to be notified to appear at Planning Board meeting:

Todd Baright 758-9121
(Name) (Phone)

7. Project Location:

On the South side of Rt 32 211' +/- feet
(Direction) (Street) (No.)
North of Rt 94 / 239' +/-
(Direction) (Street)

8. Project Data: Acreage 1.28 Zone C School Dist. _____

PAGE 1 OF 2

(PLEASE DO NOT COPY 1 & 2 AS ONE PAGE TWO-SIDED)

RECEIVED MAY 20 1999

99-15

9. Is this property within an Agricultural District containing a farm operation or within 500 feet of a farm operation located in an Agricultural District? Yes _____ No NA

*This information can be verified in the Assessor's Office.

*If you answer "yes" to question 9, please complete the attached "Agricultural Data Statement".

10. Description of Project: (Use, Size, Number of Lots, etc.) Addition to existing portains, remove existing automatic & move to Perkins old new structured for the Auto Polishing and Oil Change.

11. Has the Zoning Board of Appeals Granted any Variances for this property? yes _____ no X

12. Has a Special Permit previously been granted for this property? yes _____ no X

ACKNOWLEDGMENT:

IF THIS ACKNOWLEDGMENT IS COMPLETED BY ANYONE OTHER THAN THE PROPERTY OWNER, A SEPARATE NOTARIZED STATEMENT OR PROXY STATEMENT FROM THE OWNER MUST BE SUBMITTED, AT THE TIME OF APPLICATION, AUTHORIZING THIS APPLICATION.

STATE OF NEW YORK)

SS.:

COUNTY OF ORANGE)

THE UNDERSIGNED APPLICANT, BEING DULY SWORN, DEPOSES AND STATES THAT THE INFORMATION, STATEMENTS AND REPRESENTATIONS CONTAINED IN THIS APPLICATION AND SUPPORTING DOCUMENTS AND DRAWINGS ARE TRUE AND ACCURATE TO THE BEST OF HIS/HER KNOWLEDGE AND/OR BELIEF. THE APPLICANT FURTHER ACKNOWLEDGES RESPONSIBILITY TO THE TOWN FOR ALL FEES AND COSTS ASSOCIATED WITH THE REVIEW OF THIS APPLICATION.

SWORN BEFORE ME THIS:

19th DAY OF May 1999

Todd A. Baright
APPLICANT'S SIGNATURE

Nancy L.B. Griffin
NOTARY PUBLIC

TODD A. BARIGHT
Please Print Applicant's Name as Signed

NANCY L.B. GRIFFIN
NOTARY PUBLIC, State of New York

***** Reg. No. 485800 *****

TOWN USE ONLY
Qualified in Ulster County
Commission Expires March 31, 2000

RECEIVED MAY 20 1999
DATE APPLICATION RECEIVED

99-15
APPLICATION NUMBER

TOWN OF NEW WINDSOR PLANNING BOARD**SITE PLAN CHECKLIST****ITEM**

1. ☒ Site Plan Title
- ✕ 2. ☐ Provide 4" wide X 2" high box directly above title block
(preferably lower right corner) for use by Planning Board in
affixing Stamp of Approval (ON ALL PAGES OF SP)
- ✕ 3. ☐ Applicant's Name(s)
- ✕ 4. ☐ Applicant's Address
5. ☒ Site Plan Preparer's Name
6. ☒ Site Plan Preparer's Address
7. ☒ Drawing Date
8. ☒ Revision Dates
- ✕ 9. ☐ Area Map Inset and Site Designation
- ✕ 10. ☐ Properties within 500' of site
- ✓ 11. ☐ Property Owners (Item #10)
12. ☒ Plot Plan
13. ☒ Scale (1" = 50' or lesser)
14. ☒ Metes and Bounds
15. ☒ Zoning Designation
16. ☒ North Arrow
- ✕ 17. ☐ Abutting Property Owners
18. ☒ Existing Building Locations
19. ☒ Existing Paved Areas
20. ☒ Existing Vegetation
21. ☒ Existing Access & Egress

PROPOSED IMPROVEMENTS

- ✓ 22. _____ Landscaping
- ✓ 23. _____ Exterior Lighting
- ✓ 24. _____ Screening
- 25. ✓ _____ Access & Egress
- 26. ✓ _____ Parking Areas
- ✓ 27. _____ Loading Areas
- ✓ 28. _____ Paving Details (Items 25 - 27)
- ✓ 29. _____ Curbing Locations
- ✓ 30. _____ Curbing through section
- ✓ 31. _____ Catch Basin Locations
- ✓ 32. _____ Catch Basin Through Section
- ✓ 33. _____ Storm Drainage
- 34. ✓ _____ Refuse Storage
- ✓ 35. _____ Other Outdoor Storage
- ✓ 36. _____ Water Supply
- ✓ 37. _____ Sanitary Disposal System
- ✓ 38. _____ Fire Hydrants ✓
- 39. ✓ _____ Building Locations
- 40. ✓ _____ Building Setbacks
- ✓ 41. _____ Front Building Elevations
- 42. ✓ _____ Divisions of Occupancy
- ✓ 43. _____ Sign Details
- 44. ✓ _____ Bulk Table Inset
- 45. ✓ _____ Property Area (Nearest 100 sq. ft.)
- 46. ✓ _____ Building Coverage (sq. ft.)
- 47. ✓ _____ Building Coverage (% of total area)
- ✓ 48. _____ Pavement Coverage (sq. ft.)
- ✓ 49. _____ Pavement Coverage (% of total area)
- ✓ 50. _____ Open Space (sq. ft.)
- ✓ 51. _____ Open Space (% of total area)
- 52. ✓ _____ No. of parking spaces proposed
- ✓ 53. _____ No. of parking spaces required

REFERRING TO QUESTION 9 ON THE APPLICATION FORM, "IS THIS PROPERTY WITHIN AN AGRICULTURAL DISTRICT CONTAINING A FARM OPERATION OR WITHIN 500 FEET OF A FARM OPERATION LOCATED IN AN AGRICULTURAL DISTRICT, PLEASE NOTE THE FOLLOWING:

54. _____ Referral to Orange County Planning Dept. is required for all applicants filing AD Statement.
55. _____ A disclosure Statement, in the form set below, must be inscribed on all subdivision maps prior to the affixing of a stamp of approval, whether or not the Planning Board specifically requires such a statement as a condition of approval.

*Prior to the sale, lease, purchase, or exchange of property on this site which is wholly or partially within or immediately adjacent to or within 500 feet of a farm operation, the purchaser or leaser shall be notified of such farm operation with a copy of the following notification.

It is the policy of this State and this community to conserve, protect and encourage the development and improvement of agricultural land for the production of food, and other products, and also for its natural and ecological value. This notice is to inform prospective residents that the property they are about to acquire lies partially or wholly within an agricultural district or within 500 feet of such a district and that farming activities occur within the district. Such farming activities may include, but not be limited to, activities that cause noise, dust and odors.

This list is provided as a guide only and is for the convenience of the Applicant. The Town of New Windsor Planning Board may require additional notes or revisions prior to granting approval.

PREPARER'S ACKNOWLEDGMENT:

THE PLAT FOR THE PROPOSED SITE PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THIS CHECKLIST AND THE TOWN OF NEW WINDSOR ORDINANCES, TO THE BEST OF MY KNOWLEDGE.

BY: _____

Licensed Professional

Date

20 MAY 99

ALBERT R. MAUM, ARCHITECT

APPLICANT/OWNER PROXY STATEMENT
(for professional representation)

for submittal to the:
TOWN OF NEW WINDSOR PLANNING BOARD

Todd A. Bright ^{pres.} (TGS Assoc. Inc.)
(OWNER), deposes and says that he resides
at RD#3 Box 255 Reel Hook in the County of Dutchess
(OWNER'S ADDRESS)

and State of N.Y. and that he is the owner of property tax map

(Sec. 69 Block 3 Lot 2)
designation number (Sec. 69 Block 3 Lot 2) which is the premises described in

the foregoing application and that he authorizes:

Todd A. Bright (Bright Enterprises Inc, Pres.)
(Applicant Name & Address, if different from owner)
RD#3 Box 255 Reel Hook NY 12571
(Name & Address of Professional Representative of Owner and/or Applicant)

to make the foregoing application as described therein.

Date: May 19, 1999

Nancy L.B. Griffin
Witness' Signature

NANCY L.B. GRIFFIN
NOTARY PUBLIC, State of New York
Reg. No. 4855909
Qualified in Ulster County
Commission Expires March 31, 2000

Todd A. Bright
Owner's Signature

TODD A. BRIGHT
Applicant's Signature if different than owner

Representative's Signature

**THIS FORM CANNOT BE WITNESSED BY THE PERSON OR
REPRESENTATIVE OF THE COMPANY WHO IS BEING AUTHORIZED
TO REPRESENT THE APPLICANT AND/OR OWNER AT THE MEETINGS.**

RECEIVED MAY 20 1999

99-15

PROJECT I.D. NUMBER

617.21

SEQR

Appendix C

State Environmental Quality Review
SHORT ENVIRONMENTAL ASSESSMENT FORM
 For UNLISTED ACTIONS Only

PART I—PROJECT INFORMATION (To be completed by Applicant or Project sponsor)

1. APPLICANT /SPONSOR Boright Enterprises Inc.	2. PROJECT NAME Farm & Wash
3. PROJECT LOCATION: Municipality Town of New Windsor County Orange Co.	
4. PRECISE LOCATION (Street address and road intersections, prominent landmarks, etc., or provide map) Property between Rt 32/94 and along Temple Hill rd. Existing Farm & Wash car wash & Perkins bld.	
5. IS PROPOSED ACTION: <input type="checkbox"/> New <input checked="" type="checkbox"/> Expansion <input type="checkbox"/> Modification/alteration	
6. DESCRIBE PROJECT BRIEFLY: Plan to remove existing Automatic car wash, build 2 self service bays there 6 total (5 now), add on to Perkins bld & move automatic car wash there, build new bld for Polishing & Oil change	
7. AMOUNT OF LAND AFFECTED: Initially 1.28 acres Ultimately 1.28 acres	
8. WILL PROPOSED ACTION COMPLY WITH EXISTING ZONING OR OTHER EXISTING LAND USE RESTRICTIONS? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If No, describe briefly requesting a 10' side yard, 30' required, plan will remove paving in that 10' and add grass & landscaping	
9. WHAT IS PRESENT LAND USE IN VICINITY OF PROJECT? <input type="checkbox"/> Residential <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Agriculture <input type="checkbox"/> Park/Forest/Open space <input type="checkbox"/> Other Describe:	
10. DOES ACTION INVOLVE A PERMIT APPROVAL, OR FUNDING, NOW OR ULTIMATELY FROM ANY OTHER GOVERNMENTAL AGENCY (FEDERAL, STATE OR LOCAL)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, list agency(s) and permit/approvals	
11. DOES ANY ASPECT OF THE ACTION HAVE A CURRENTLY VALID PERMIT OR APPROVAL? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, list agency name and permit/approval use will remain as is (Auto washing & waxing) (oil change) new use	
12. AS A RESULT OF PROPOSED ACTION WILL EXISTING PERMIT/APPROVAL REQUIRE MODIFICATION? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE TO THE BEST OF MY KNOWLEDGE	
Applicant/sponsor name: Loell A. Boright	Date: 5/18/99
Signature: Loell A. Boright	

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment

OVER

1

RECEIVED MAY 20 1999

99-15

PART II—ENVIRONMENTAL ASSESSMENT (To be completed by Agency)

A. DOES ACTION EXCEED ANY TYPE I THRESHOLD IN 6 NYCRR, PART 617.12? If yes, coordinate review process and use the FULL EAF. <input type="checkbox"/> Yes <input type="checkbox"/> No	
B. WILL ACTION RECEIVE COORDINATED REVIEW AS PROVIDED FOR UNLISTED ACTIONS IN 6 NYCRR, PART 617.6? If No, a negative declaration may be superseded by another involved agency. <input type="checkbox"/> Yes <input type="checkbox"/> No	
C. COULD ACTION RESULT IN ANY ADVERSE EFFECTS ASSOCIATED WITH THE FOLLOWING: (Answers may be handwritten, if legible)	
C1. Existing air quality, surface or groundwater quality or quantity, noise levels, existing traffic patterns, solid waste production or disposal, potential for erosion, drainage or flooding problems? Explain briefly:	
C2. Aesthetic, agricultural, archaeological, historic, or other natural or cultural resources; or community or neighborhood character? Explain briefly:	
C3. Vegetation or fauna, fish, shellfish or wildlife species, significant habitats, or threatened or endangered species? Explain briefly:	
C4. A community's existing plans or goals as officially adopted, or a change in use or intensity of use of land or other natural resources? Explain briefly:	
C5. Growth, subsequent development, or related activities likely to be induced by the proposed action? Explain briefly:	
C6. Long term, short term, cumulative, or other effects not identified in C1-C5? Explain briefly:	
C7. Other impacts (including changes in use of either quantity or type of energy)? Explain briefly:	
D. IS THERE, OR IS THERE LIKELY TO BE, CONTROVERSY RELATED TO POTENTIAL ADVERSE ENVIRONMENTAL IMPACTS? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, explain briefly	

PART III—DETERMINATION OF SIGNIFICANCE (To be completed by Agency)

INSTRUCTIONS: For each adverse effect identified above, determine whether it is substantial, large, important or otherwise significant. Each effect should be assessed in connection with its (a) setting (i.e. urban or rural); (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude. If necessary, add attachments or reference supporting materials. Ensure that explanations contain sufficient detail to show that all relevant adverse impacts have been identified and adequately addressed.

<input type="checkbox"/> Check this box if you have identified one or more potentially large or significant adverse impacts which MAY occur. Then proceed directly to the FULL EAF and/or prepare a positive declaration.	
<input type="checkbox"/> Check this box if you have determined, based on the information and analysis above and any supporting documentation, that the proposed action WILL NOT result in any significant adverse environmental impacts AND provide on attachments as necessary, the reasons supporting this determination:	
<hr/>	
Name of Lead Agency	
<hr/>	
Print or Type Name of Responsible Officer in Lead Agency	Title of Responsible Officer
<hr/>	
Signature of Responsible Officer in Lead Agency	Signature of Preparer (If different from responsible officer)
<hr/>	
Date	

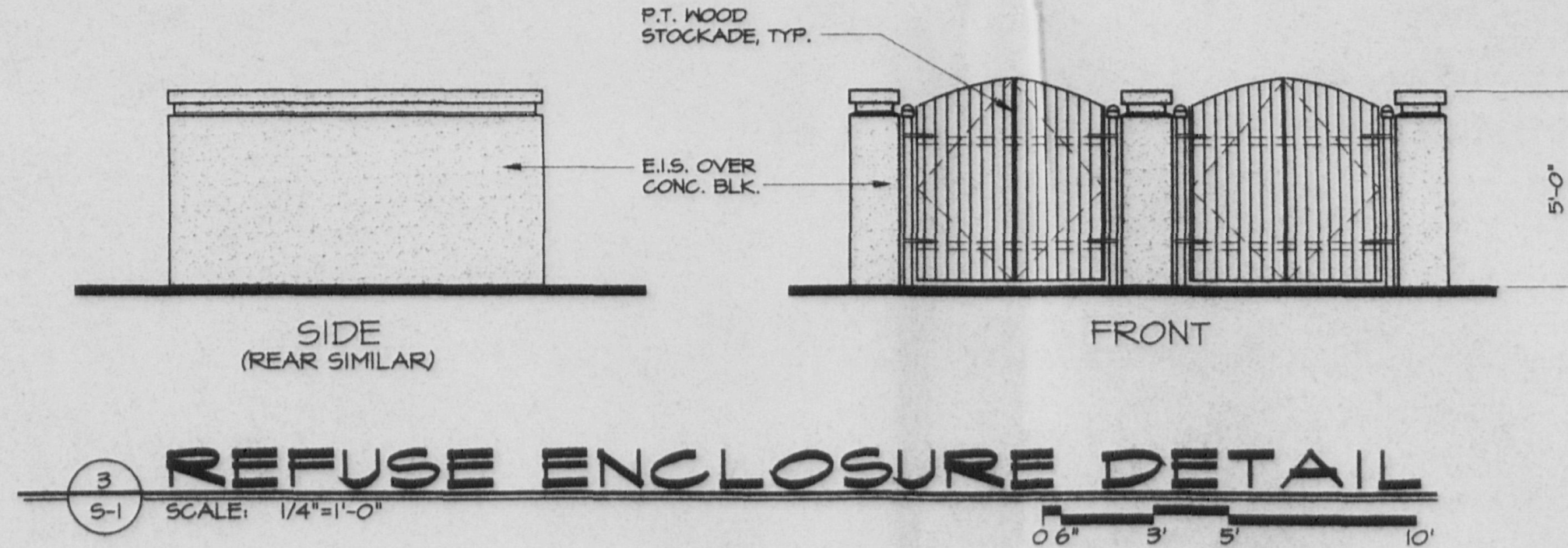
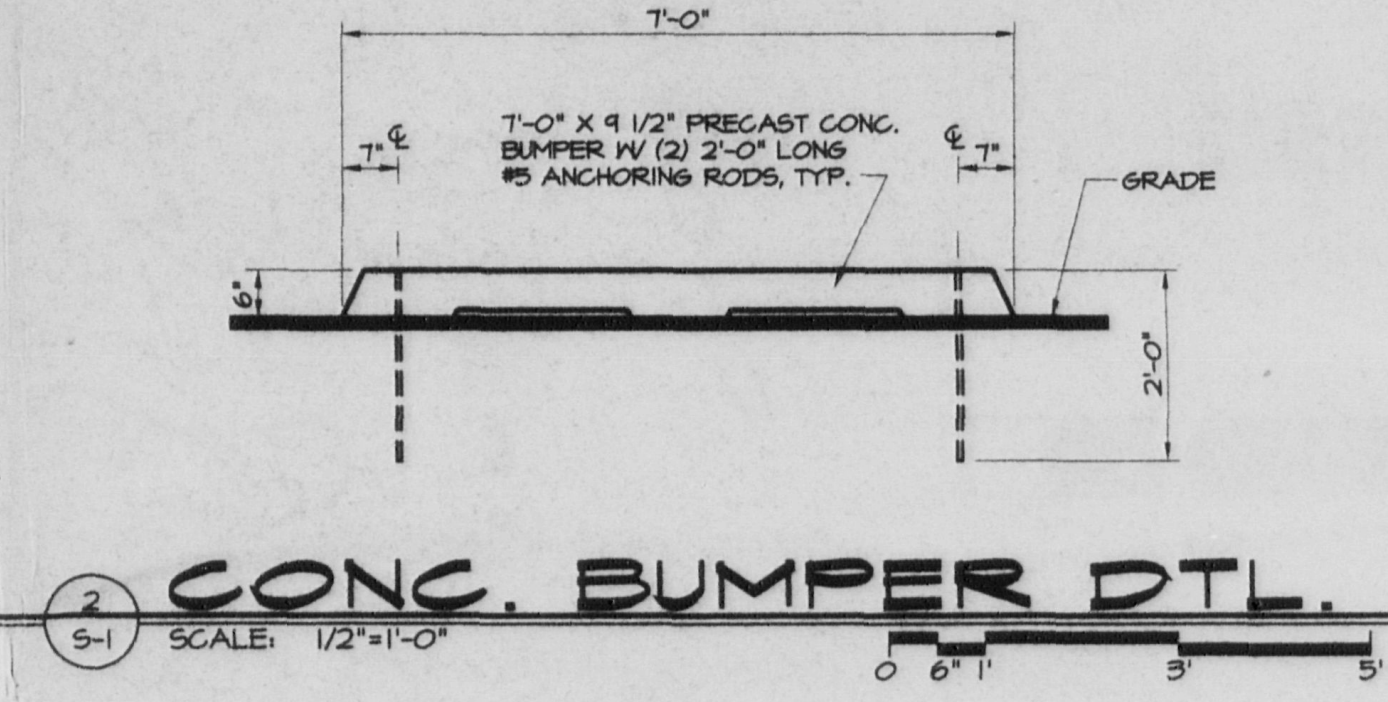
LEGEND	
	EXISTING CONSTRUCTION, TO BE REMOVED
	UTILITY POLE
	POLE MOUNTED LIGHT FIXTURE
	EXISTING CATCH BASIN
	PROPOSED CATCH BASIN
	HANDICAPPED PARKING SPACE
	PAINTED STRIPING
	FIRE HYDRANT

ZONING DATA CHART					TOWN OF NEW WINDSOR	
ZONE	C	REQUIRED	EXISTING	PROPOSED	VARIANCE REQ'D	
LOT AREA		MIN 40,000 SQ. FT.	55,756.8 SQ. FT. ±	55,756.8 SQ. FT. ±	—	
LOT FRONTAGE	N.Y.S. ROUTE 32 OLD TEMPLE HILL ROAD N.Y.S. ROUTE 94	MIN 200 FT.	214 FT. - 6 IN. 242 FT. - 6 IN. 241 FT. - 5 IN.	214 FT. - 6 IN. 242 FT. - 6 IN. 241 FT. - 5 IN.	—	
DEPTH OF LOT		MIN N/A	N/A	N/A	—	
LOT COVERAGE BY BUILDINGS		—	7,393.25 SQ. FT. ±	11,211 SQ. FT. ±	—	
FLOOR AREA RATIO		MAX 5	15	20	—	
BUILDING HEIGHT	BUILDING #1 BUILDING #2 BUILDING #3	MAX 4 FT. - 3 IN. 27 FT. - 2 IN. 10 FT.	13 FT. - 6 IN. 18 FT. N/A	12 FT. 18 FT. 20 FT.	2 FT. - 9 IN. — 10 FT.	
FRONT YARD SETBACK	N.Y.S. ROUTE 32 OLD TEMPLE HILL ROAD N.Y.S. ROUTE 94	MIN 60 FT.	27 FT. - 9 IN. ± 9 FT. - 3 IN. ± 27 FT. - 2 IN. ±	28 FT. - 2 IN. * 9 FT. - 3 IN. * 32 FT. - 4 IN. *	30 FT. - 10 IN. 50 FT. - 9 IN. 28 FT. - 8 IN.	
SIDE YARD SETBACKS		MIN 30 FT. TOTAL - 10 FT.	98 FT. - 8 IN. ± N/A	10 FT. N/A	20 FT. —	
REAR YARD SETBACK		MIN 30 FT.	N/A	N/A	—	
PARKING		MIN N/A	—	14 SPACES	—	

BUILDING #1: SIX WASH BAYS
BUILDING #2: AUTOMATIC CAR WASH
BUILDING #3: OIL AND LUBE SHOP

NOTE:
ALL LOTS REPRESENTED ON THIS SITE PLAN WILL BE COMBINED INTO A SINGLE LOT AS A CONDITION OF THE SITE PLAN APPROVAL.

- ### NOTES
- THE FOLLOWING VARIANCES WERE GRANTED AT THE SEPTEMBER 21, 1999 TOWN OF WINDSOR ZONING BOARD OF APPEALS MEETING:
- ONE SIDE YARD VARIANCE OF 20 FEET.
 - ONE BUILDING HEIGHT VARIANCE OF 11 FEET.
 - TWO ADDITIONAL FREE STANDING SIGNS (TOTAL OF THREE)
 - SIGN HEIGHT VARIANCE FOR TWO FREE STANDING SIGNS @ (4 FEET 2 INCHES).
 - SIGN WIDTH VARIANCE FOR FACADE SIGN OF 5 FEET.
 - SIGN SQUARE FOOTAGE VARIANCE TOTALING 445 SQUARE FEET. (VARIANCE ALLOWANCE REQUIRED SIGN "B" TO BE REDUCED 50 % IN SIZE).
 - FREESTANDING SIGN "B" HAS REDUCED BY 50 % FROM TOTAL 44 SQUARE FEET.



INDEX TO DRAWINGS

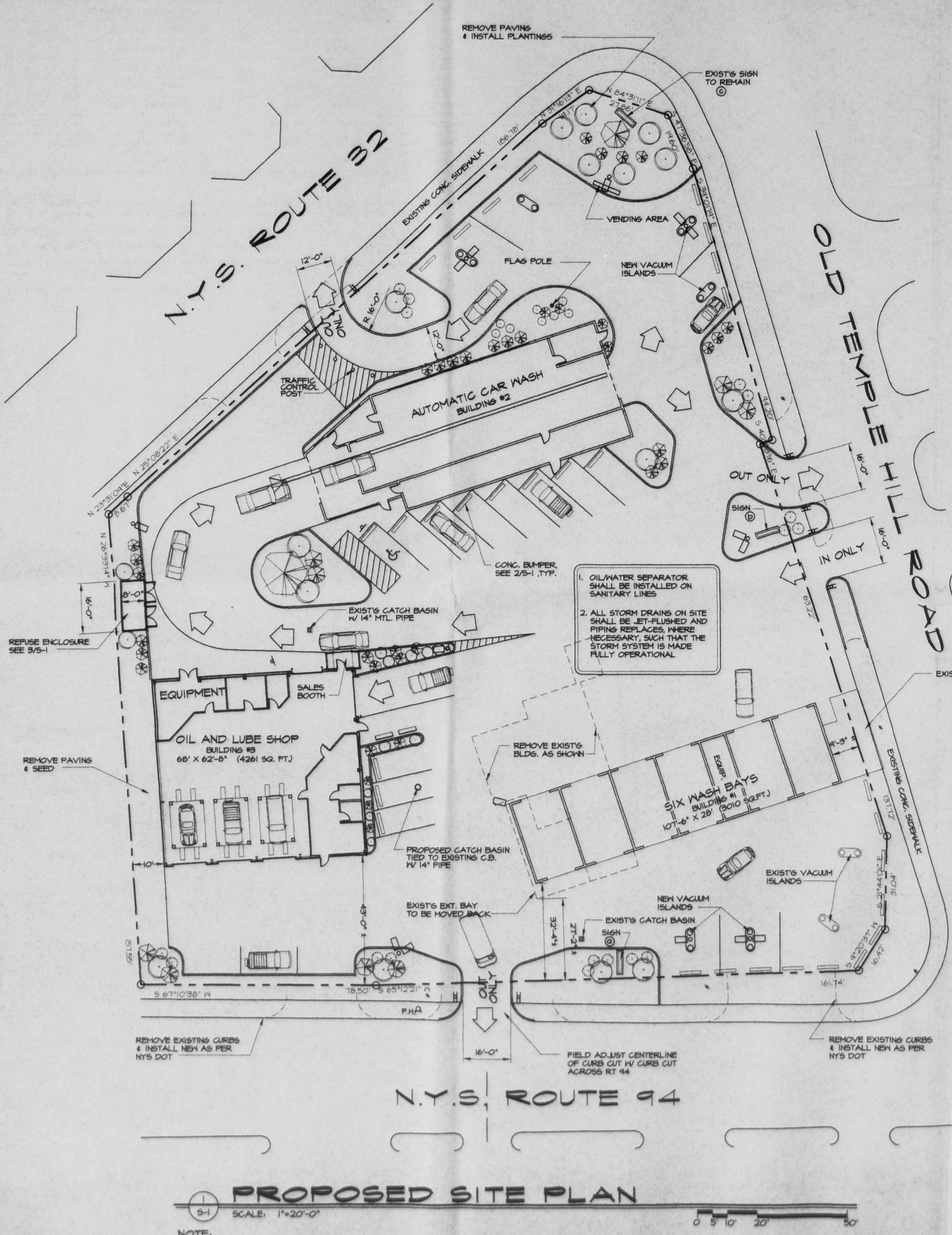
SHT. #	TITLE
S-1	PROPOSED SITE PLAN, CHARTS AND DETAILS
S-2	LANDSCAPE / SIGN PLAN AND DETAILS
S-3	LIGHTING PLAN & DETAILS
S-4	PROPOSED ELEVATIONS
S-5	TRAFFIC FLOW PLAN

PLANNING BOARD APPROVAL

APPROVAL GRANTED BY TOWN OF NEW WINDSOR

JUN 13 2000

By: *James Gordon*
James Gordon, Secretary



PROPOSED SITE PLAN
SCALE: 1"=20'-0"

NOTE:
PROPERTY LINES AND EXISTING BUILDING LOCATIONS TAKEN FROM MAP OF SURVEY FOR BRIGHT ENTERPRISES INC. PREPARED BY ROBERT L. CAMPBELL JOB NUMBER 18-151 DATED 12/1/98 AND SURVEY LANDS OF RICHARD S. BRIGHT PREPARED BY VINCENT J. DOCE ASSOCIATES DATED 6/6/90.

1 JUN 00
23 MAY 00
28 MAR 00
23 MAR 00
21 MAR 00
8 DEC 99
6 DEC 99
4 NOV 99
revisions

Project no.
18-74B

date
20 OCT 99

drawn by
RKT

VAILS GATE
FOAM & WASH
RT. 32, OLD TEMPLE HILL RD. & RT. 94 TOWN OF NEW WINDSOR, NY

PROPOSED SITE PLAN, CHARTS AND DETAILS
MAURI ASSOCIATES ARCHITECTS PC
508 MILL STREET POUGHKEEPSIE NEW YORK 12601 914-452-1030

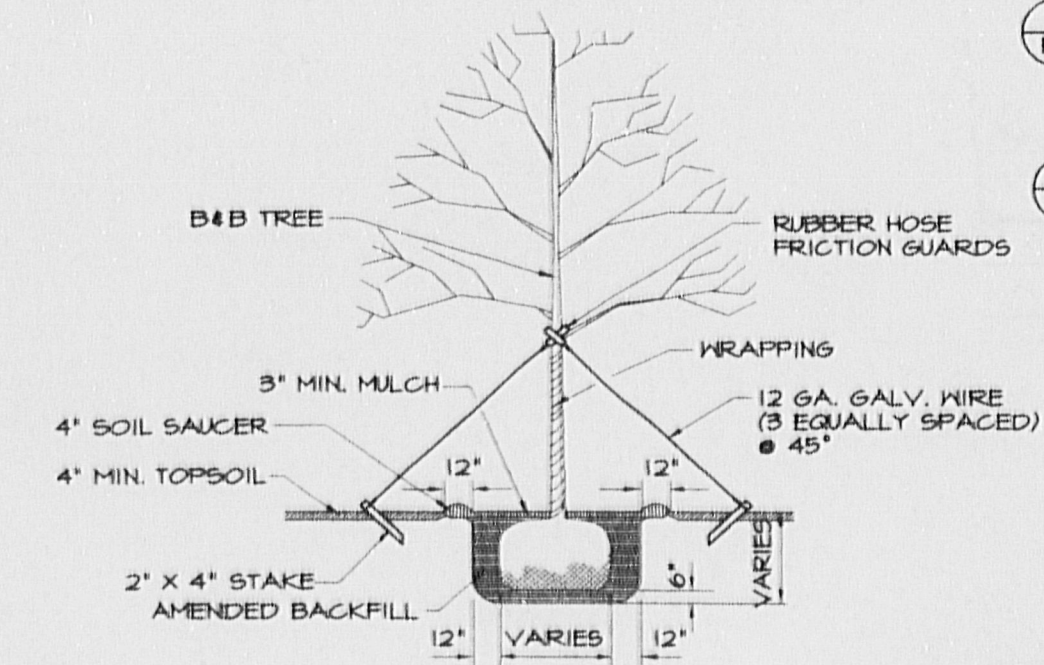
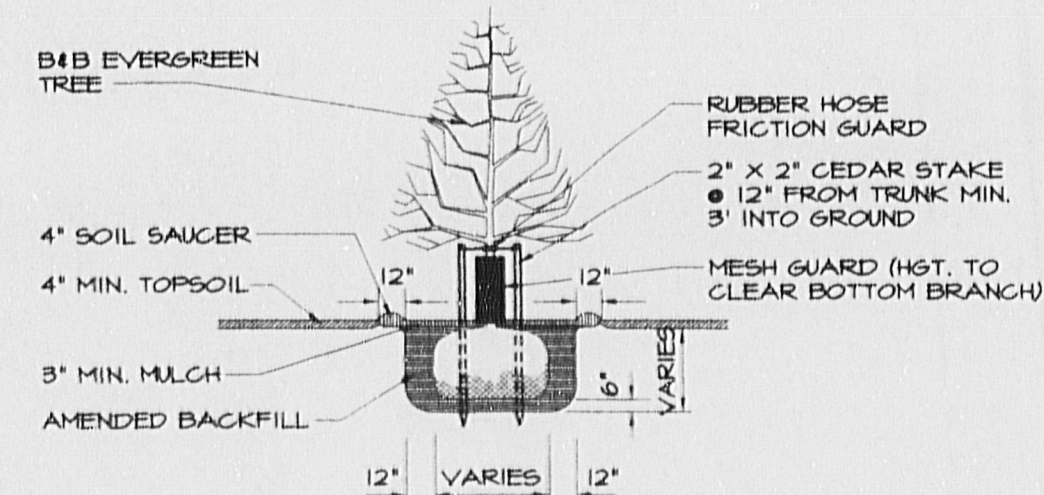
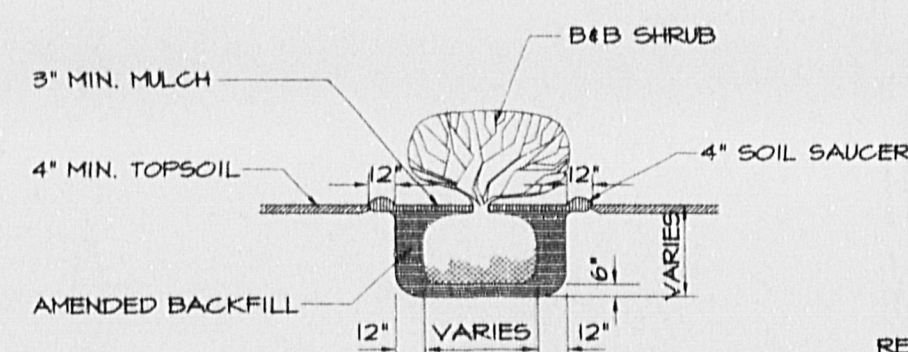
APPROVAL
S-1

REGISTERED ARCHITECT
8776

PLANTING SCHEDULE				
KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE
PJ	10	PFITZER JUNIPERUS COMPACTA	PFITZER JUNIPER	3' HST.
BP	3	BETULA PUNDULA (ALBA)	CLUMP EUROPEAN WHITE BIRCH	10' - 12' HST.
BB	18	EUONYMUS COMPACTUS	BURNING BUSH	2 GAL. / 18" - 24"
KL	17	KALMIA LATIFOLIA	MOUNTAIN LAUREL	9' TO 12' HST.
JA	2	PIERIS JAPONICA	JAPANESE ANDROMEDA	15' TO 18' HST.
TN	15	TAXUS NANA	DWARF JAPANESE YEM	15' TO 18' B & B
AP	7	AZALAS POUKHANENSIS	KOREAN AZALAS	18' TO 24' HST.
FC	13	PYRACANTHA	FIERY CASCADE FIRETHORN	15' TO 18' HST.
TH	4	THUJA HOODWARDII	GLOBE ABORVITAE	12' TO 15' B & B
IC	12	ILEX COMPACTA	COMPACT INKERRY	12' TO 15' HST.

PLANTING NOTES

- ALL PLANTING BEDS SHALL BE MULCHED WITH SHREDDED BARK MULCH AT A MINIMUM DEPTH OF 3".
- INSTALL KEEB BLOCK OR EQUAL BELOW MULCH BED.
- LAWN AREAS SHALL BE SEEDED, FERTILIZED AND MULCHED WITH HAY.
- AREAS INDICATED TO BE SEEDED SHALL HAVE A MINIMUM 90% GERMINATION MIXTURE AS FOLLOWS:
PERENNIAL RYE GRASS - 100% BY HEIGHT OF TOTAL SEED
- PLANT SIZE INDICATED SHALL BE AT TIME OF PLANTING.

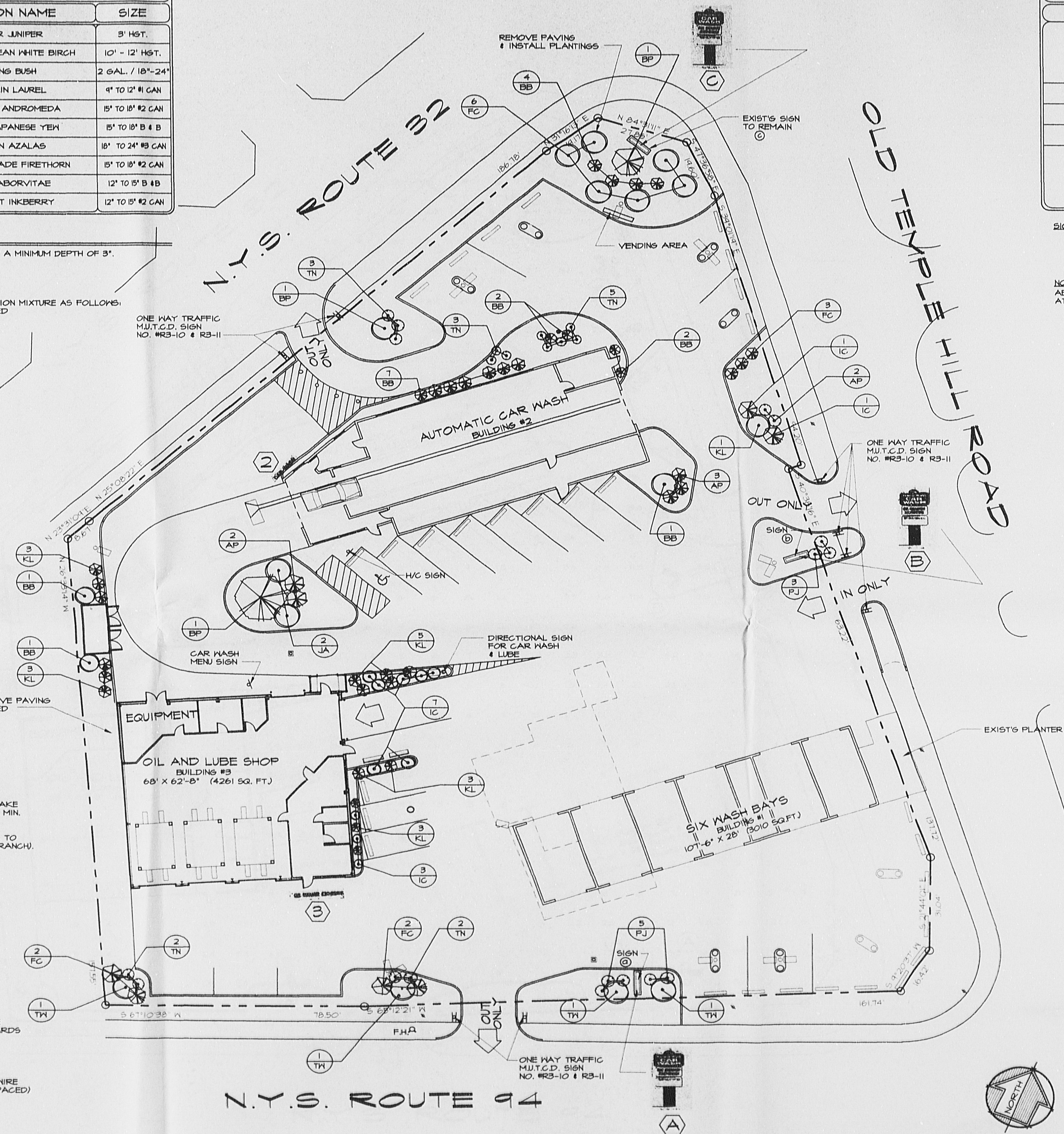


PLANTING DETAILS

SCALE: 1/4"=1'-0"

LANDSCAPE / SIGN PLAN

SCALE: 1"=20'-0"



SIGNAGE CHART

SIGN TYPE	ALLOWED	EXISTING	PROPOSED	VARIANCE
ROAD SIGNS	1 PER ENTRANCE 32 SQ. FT. (15'-0" HIGH)	② = 44 S.F. 16'-0" HIGH ③ = 25 S.F. 15'-0" HIGH ④ = 32 S.F. 15'-0" HIGH	② = 188 S.F. 14'-2" HIGH ③ = 94 S.F. 17'-2" HIGH ④ = 188 S.F. 14'-2" HIGH	② = 154 S.F. 4'-2" HIGH ③ = 62 S.F. 4'-2" HIGH ④ = 154 S.F. 4'-2" HIGH
PARKING ENT. SIGNS	—	4 @ 5 S.F.	REMOVED	—
READER BOARD SIGN	—	24 S.F.	REMOVED	—
MENU SIGN	—	32 S.F.	SAME SIZE	—
BUILDING SIGNS	1 PER BUILDING 2' X 10' = 20 S.F.	① 10' X 8' = 80 S.F. ② 2' X 10' = 20 S.F. ③ —	① REMOVED ② 1'-4" X 10' = 18 S.F. ③ 1'-4" X 15' = 20 S.F.	—

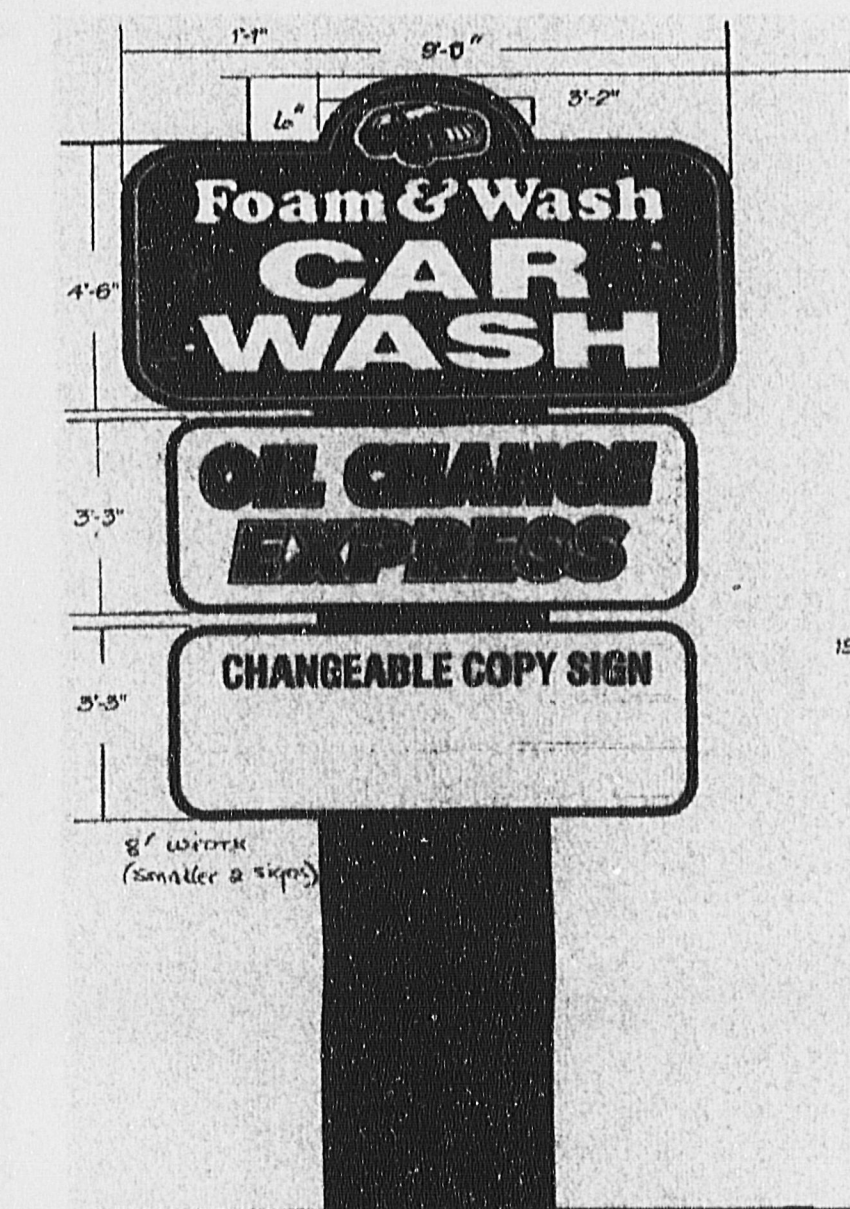
SIGN LOCATION: ② - N.Y.S. ROUTE 94
③ - OLD TEMPLE HILL ROAD
④ - N.Y.S. ROUTE 32

NOTE:
ABOVE VARIANCE HAVE BEEN APPROVED
AT A MTS. DATED

BUILDING TYPE: ① - SIX WASH BAYS
② - AUTOMATIC CAR WASH
③ - OIL AND LUBE SHOP

CAR WASH

OIL CHANGE EXPRESS



PROPOSED SIGN

① & ③ - 14'-2" HIGH
② - 17'-2" HIGH

PROPOSED SIGNS

SCALE: N.T.S.

RESERVED PARKING
M.U.T.C.D. SIGN NO. P4-6

BREAKAWAY STEEL
SIGN SUPPORT

ONE WAY TRAFFIC
M.U.T.C.D. SIGN
NO. R3-10 & R3-11

BREAKAWAY STEEL
SIGN SUPPORTS

ONE WAY

(B REQUIRED)

SIGN DETAILS

SCALE: N.T.S.

PLANNING BOARD APPROVAL

APPROVAL GRANTED BY TOWN OF NEW WINDSOR

By: [Signature]
Date: 13 2000

28 MAR 00
8 DEC 99
4 NOV 99
revisions

Project no.
98-79

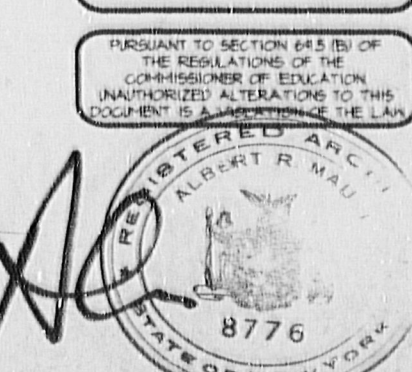
date
20 OCT 99

drawn by
RKT

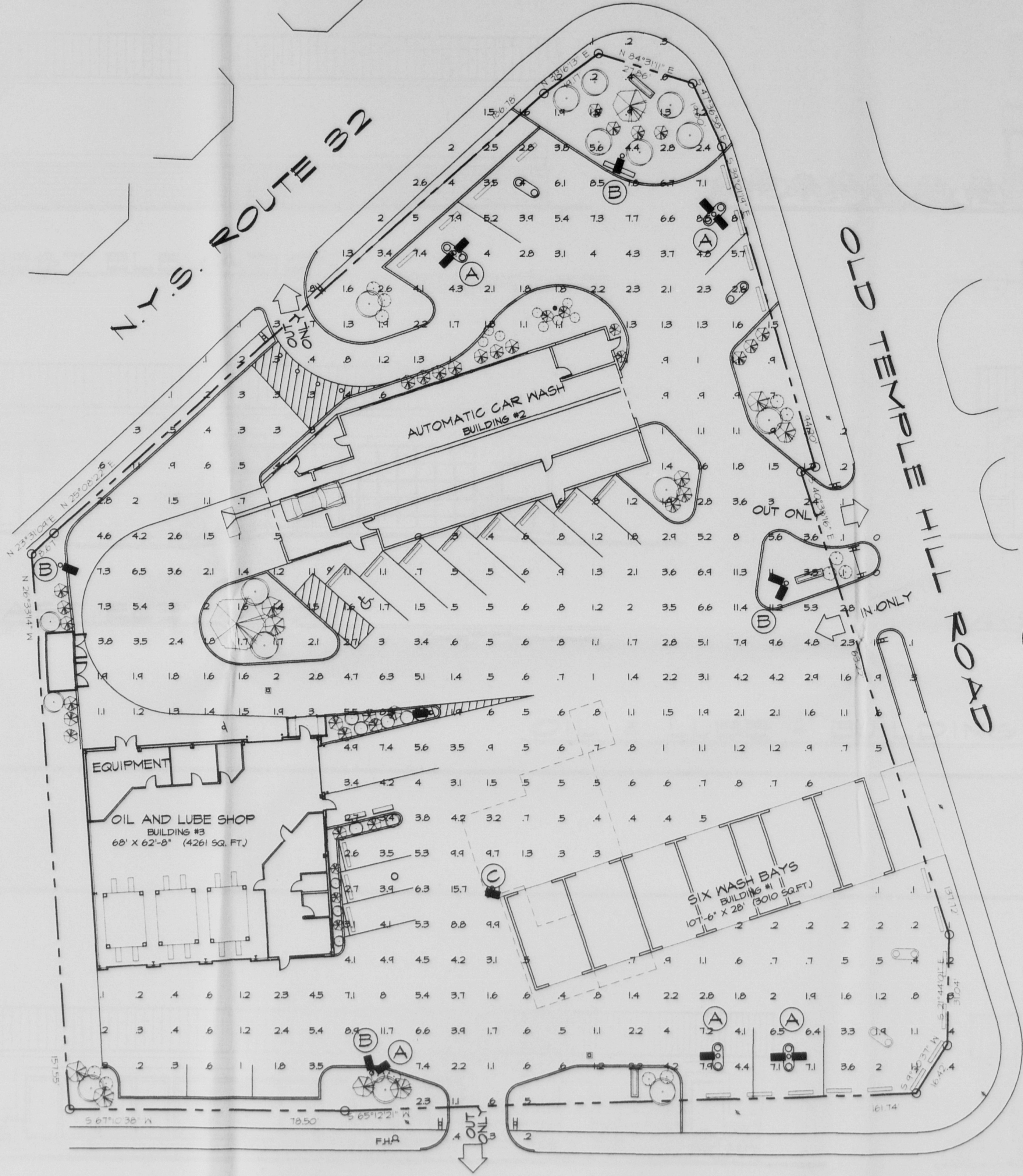
MAURI ASSOCIATES ARCHITECTS PC
903 MILL STREET POUGHKEEPSIE NEW YORK 12601 914-452-1030
RT. 32, OLD TEMPLE HILL RD. & RT. 94 TOWN OF NEW WINDSOR, NY

LANDSCAPE / SIGN PLAN AND DETAILS

S-2



23 MAY 00
28 MAR 00
8 DEC 99
4 NOV 99
revisions
project no.
98-79B
date
20 OCT 99
drawn by
RKT



N.Y.S. ROUTE 94

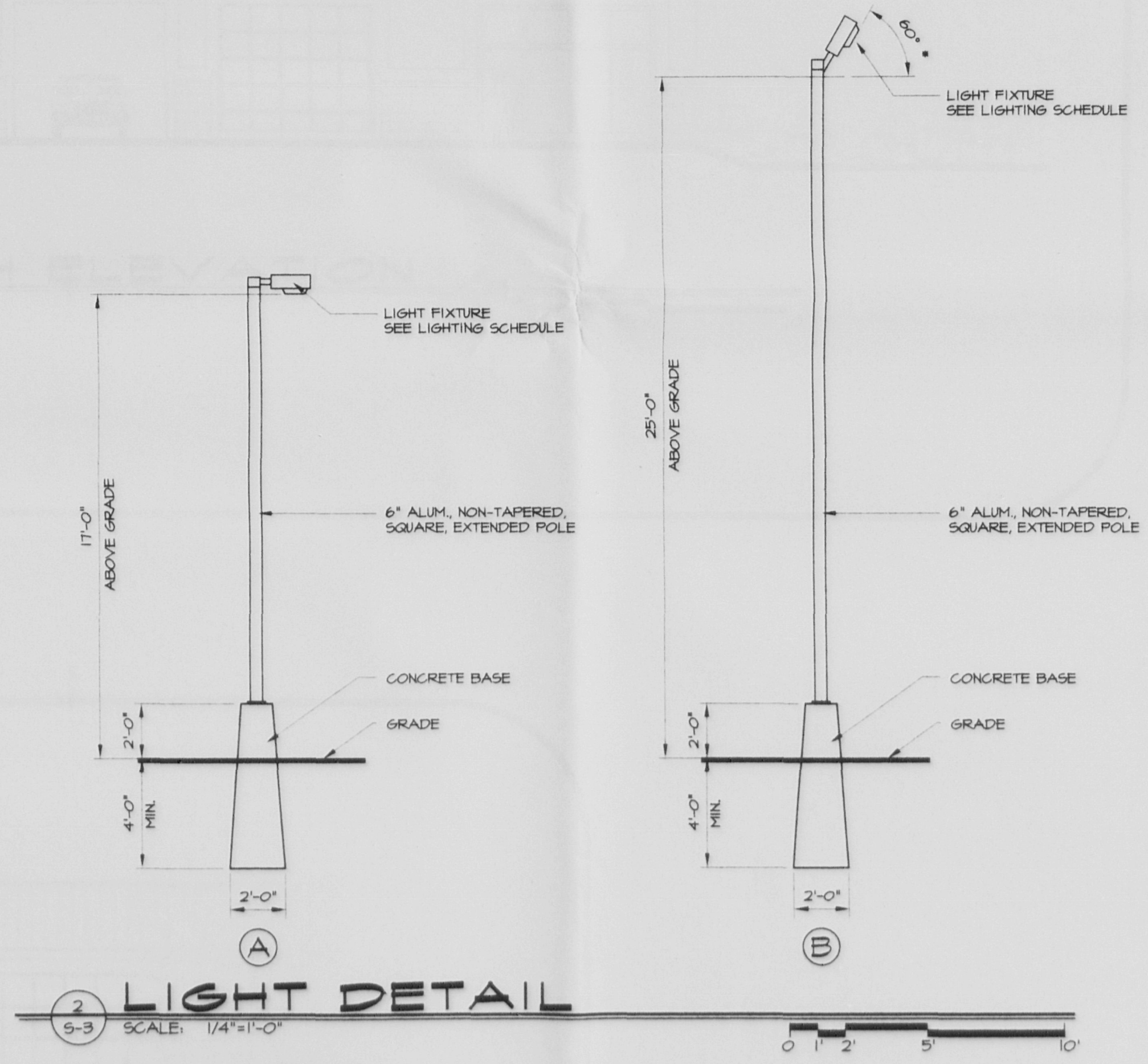
LIGHTING PLAN (W/ F.C. LEVELS)

SCALE: 1"=20'-0"

0 5' 10' 20' 50'

LIGHTING SCHEDULE		
LIGHT FIXTURE	MOUNTING HST.	DESCRIPTION
(A)	17'-0"	RUID "AC SERIES" 175 W MTL. HALIDE LIGHT FIXTURE
(B)	25'-0"	RUID "FS SERIES" 400 W MTL. HALIDE LIGHT FIXTURE
(C)	15'-0"	RUID "FS SERIES" 400 W MTL. HALIDE LIGHT FIXTURE

NOTES:
1. FINAL ADJUSTMENT OF LIGHTS TO BE REVIEWED BY TOWN ENGINEER.
2. LIGHTING ADJUSTMENTS, INCLUDING INSTALLATION OF SHIELDS, WILL BE PERFORMED BY THE APPLICANT IF DETERMINED NECESSARY BY THE TOWN PLANNING BOARD.



MAURI ASSOCIATES ARCHITECTS PC
303 MILL STREET
POUGHKEEPSIE NEW YORK 12601
914-452-1030

FOAM & WASH
VAILS GATE
RT. 32, OLD TEMPLE HILL RD. & RT. 94
TOWN OF NEW WINDSOR, NY

PLANNING BOARD APPROVAL

APPROVAL GRANTED BY TOWN OF NEW WINDSOR

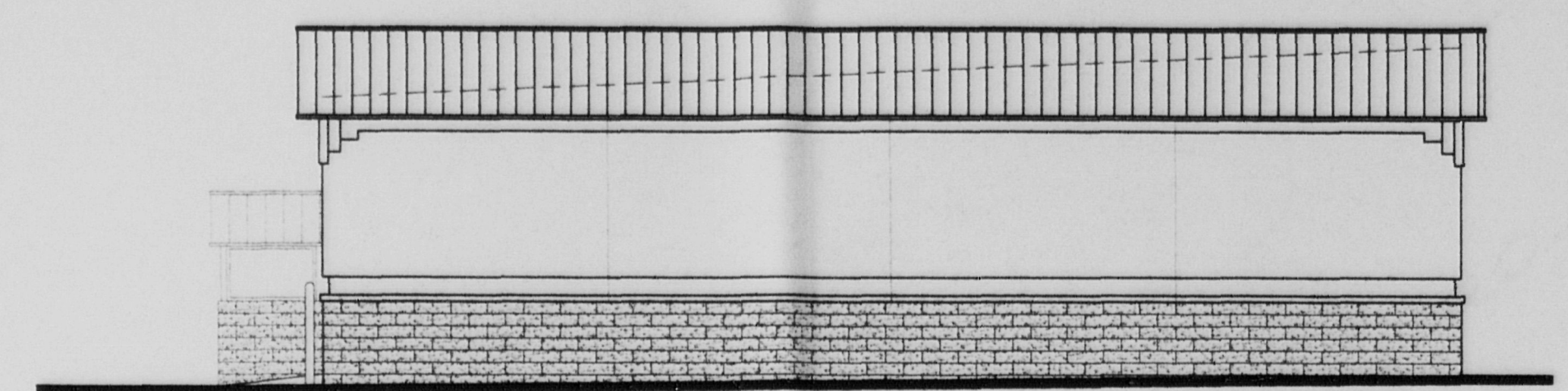
JUN 13 2000

By: *[Signature]*
By: *[Signature]*

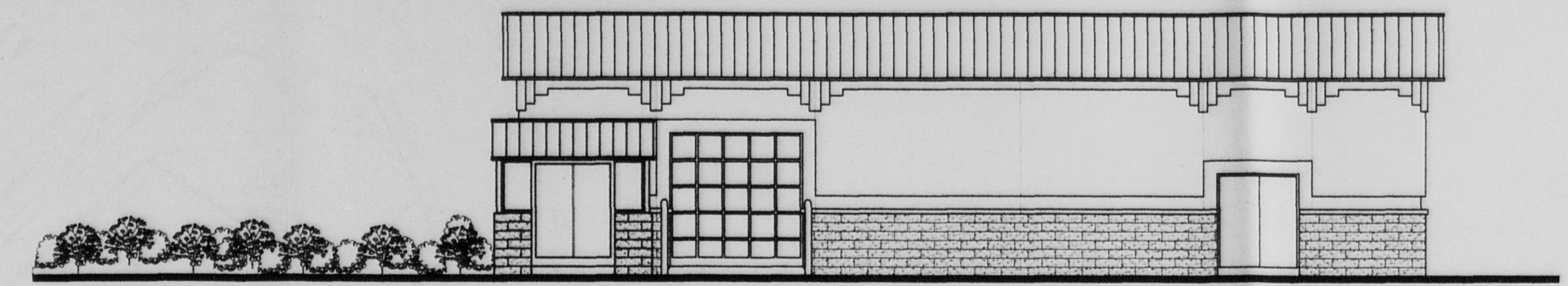
Sheet No.
S-3

FORWARD TO TOWN ENGINEER OF THE TOWN OF NEW WINDSOR FOR APPROVAL. IF THE TOWN ENGINEER APPROVES THIS DOCUMENT IS A VALIDATION OF THE PLAN.

8776



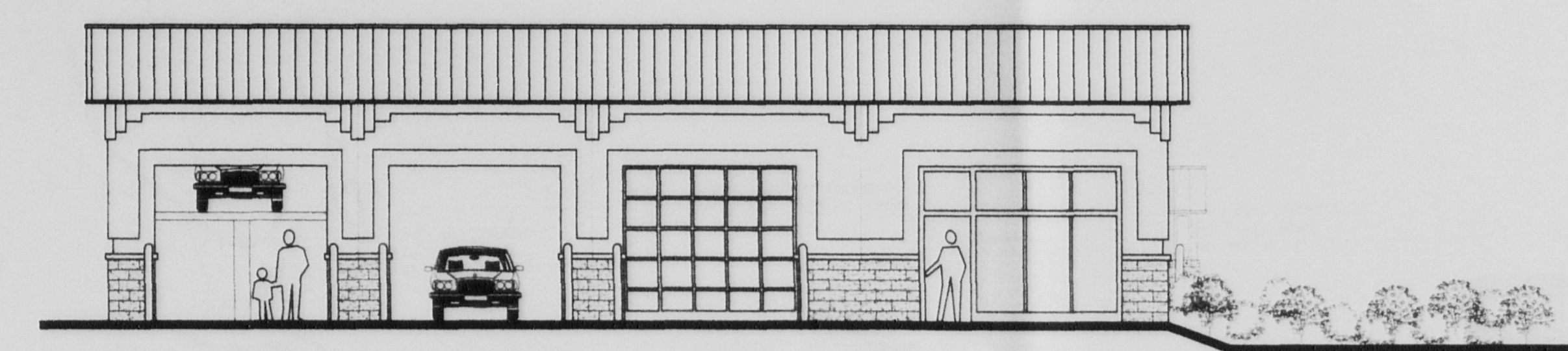
1 WEST ELEVATION
SCALE: 1/8"=1'-0"
0' 5' 10' 20'



2 NORTH ELEVATION
SCALE: 1/8"=1'-0"
0' 5' 10' 20'

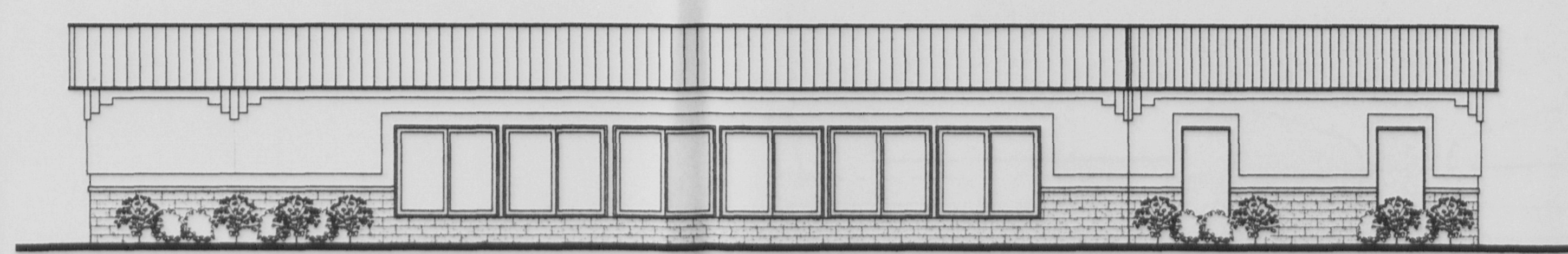


3 EAST ELEVATION
SCALE: 1/8"=1'-0"
0' 5' 10' 20'

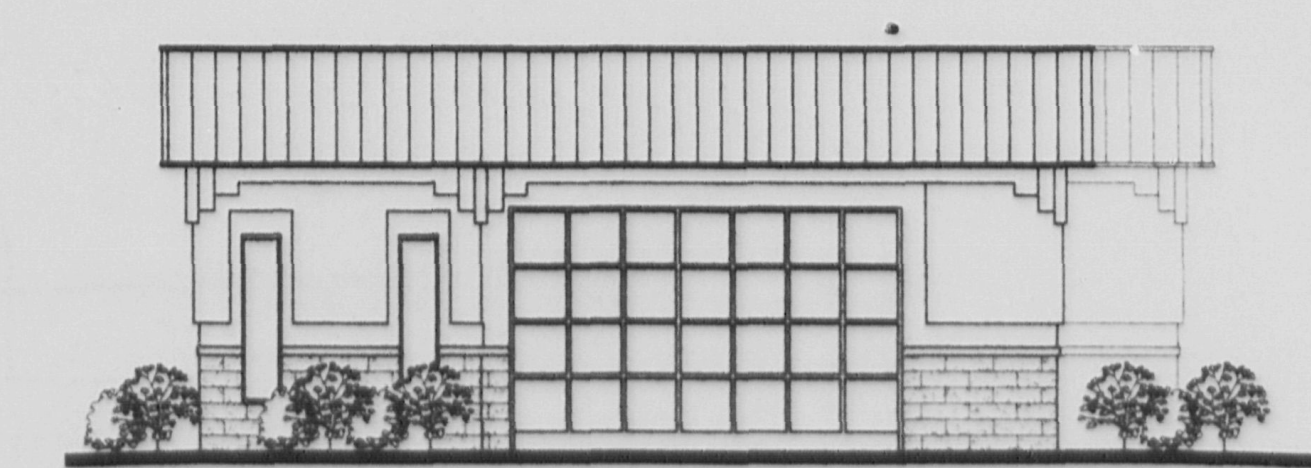


3 SOUTH ELEVATION
SCALE: 1/8"=1'-0"
0' 5' 10' 20'

OIL & LUBE - BUILDING #3



4 NORTH ELEVATION
SCALE: 1/8"=1'-0"
0' 5' 10' 20'



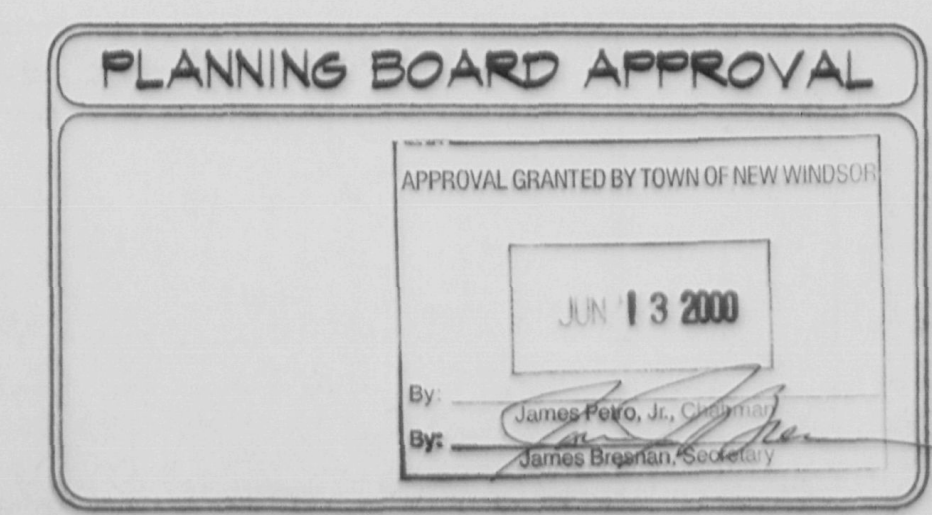
5 WEST ELEVATION
SCALE: 1/8"=1'-0"
0' 5' 10' 20'

AUTOMATIC CAR WASH - BUILDING #2

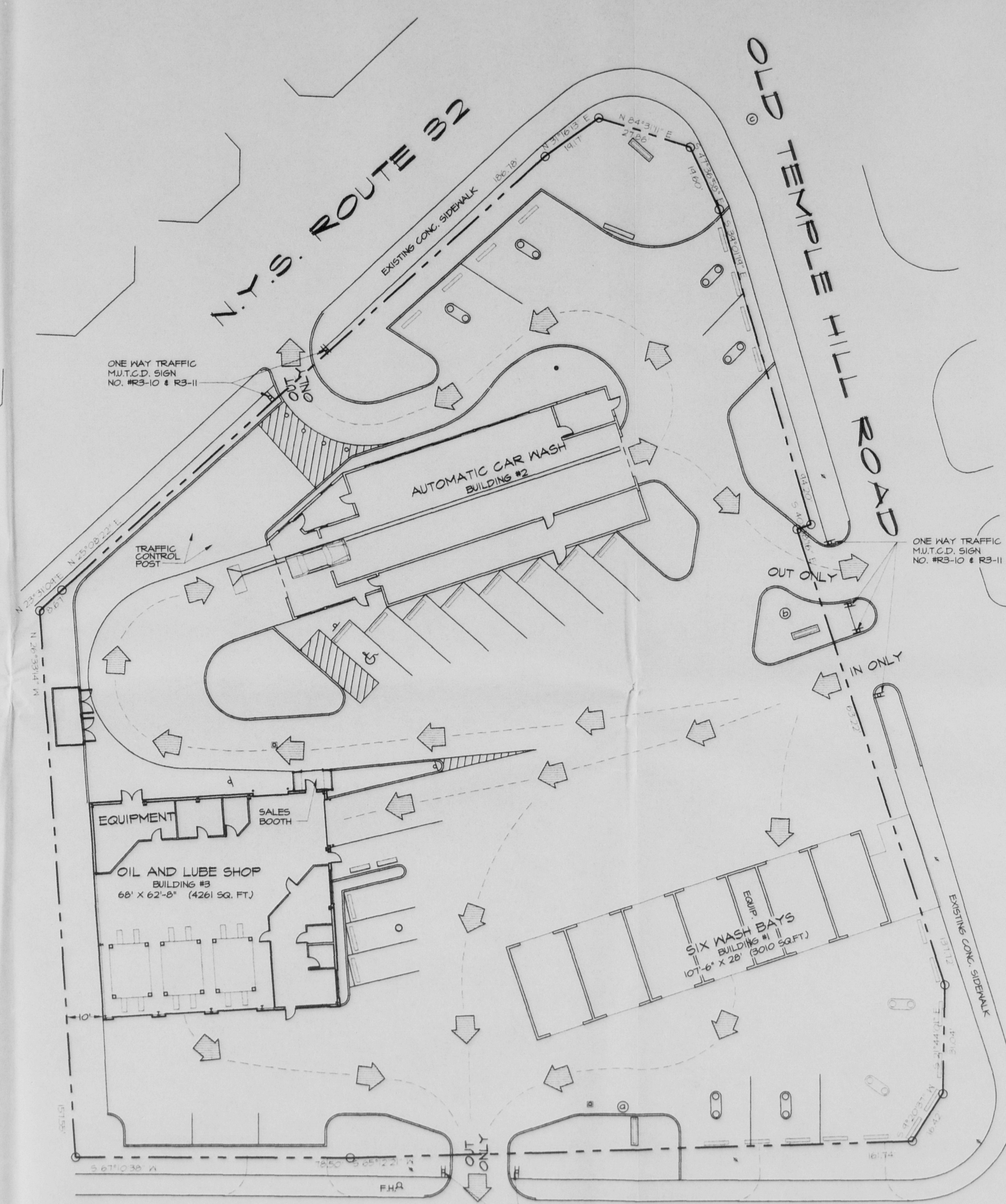
revisions
project no.
98-79
date
20 OCT 99
drawn by
RKT

FOAM & WASH
TOWN OF NEW WINDSOR, NY
RT. 32, OLD TEMPHILL RD. & RT. 94
VAILS GATE

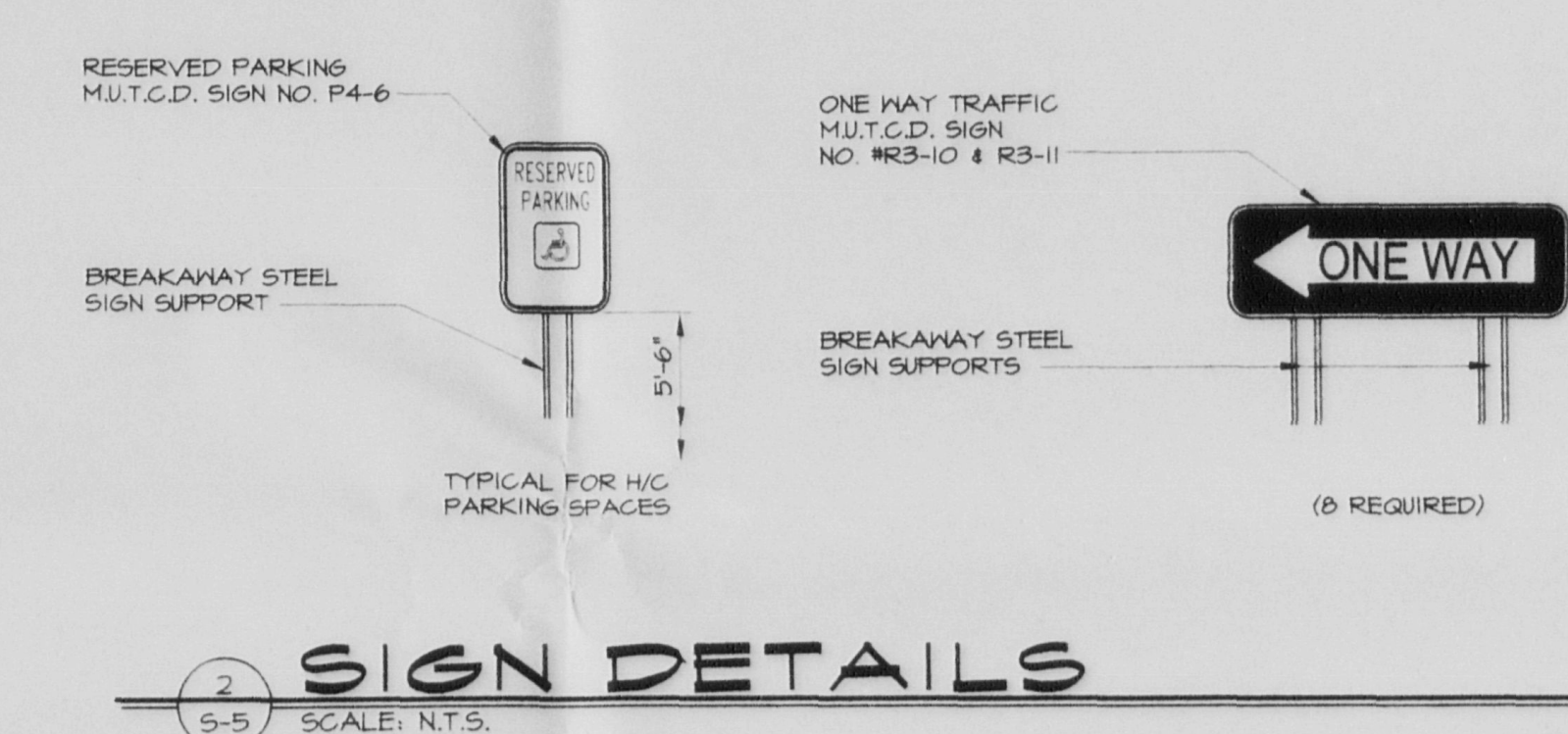
PROPOSED ELEVATIONS
MAURI ASSOCIATES ARCHITECTS PC
903 MILL STREET Poughkeepsie New York 12601 914-452-1030



sheet no.
S-4
REGULATORY TO SECTION 84.5 OF THE COMPASSION OF THE UNAUTHORIZED ALTERATIONS TO THIS DOCUMENT IS A VIOLATION OF THE LAW
REGISTERED ARCHITECT
JAMES P. PIRO, JR.
8776
STATE OF NEW YORK



1 **TRAFFIC FLOW PLAN**
 SCALE: 1"=20'-0"



2 **SIGN DETAILS**
 SCALE: N.T.S.

PLANNING BOARD APPROVAL

APPROVAL GRANTED BY TOWN OF NEW WINDSOR
 JUN 13 2000
 By: *James Pardo, Jr.*
 By: *James Brown, Secretary*

28 MAR 00
 8 DEC 99
 revisions
 project no.
 98-79B
 date
 4 NOV 99
 drawn by
 RKT

TRAFFIC FLOW PLAN & SIGN DETAILS
FOAM & WASH
 VAILS GATE
 RT. 32, OLD TEMPLE HILL RD. & RT. 94 TOWN OF NEW WINDSOR, NY

MAURI ASSOCIATES ARCHITECTS PC
 303 MILL STREET
 FOUCHKEEPSIE NEW YORK 12601
 914-452-1030

project no.
S-5
 PRESENTED TO THE TOWN OF NEW WINDSOR
 FOR THE REGULATION OF THE
 CONSTRUCTION OF THE
 MAINTENANCE OF THE
 TOWN OF NEW WINDSOR
 8776